PUBLIC SAFETY

MARCH, 1957

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★

THE TRAFFIC TOLL

Page 5

★

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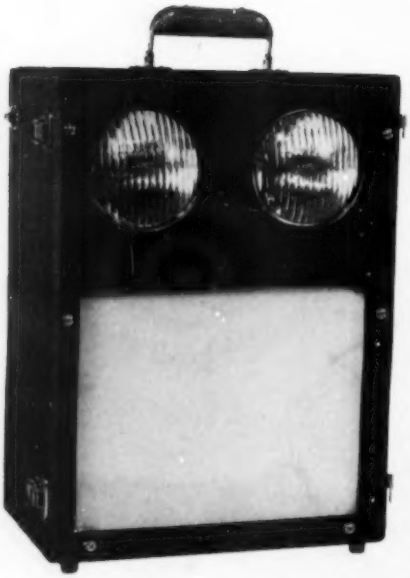

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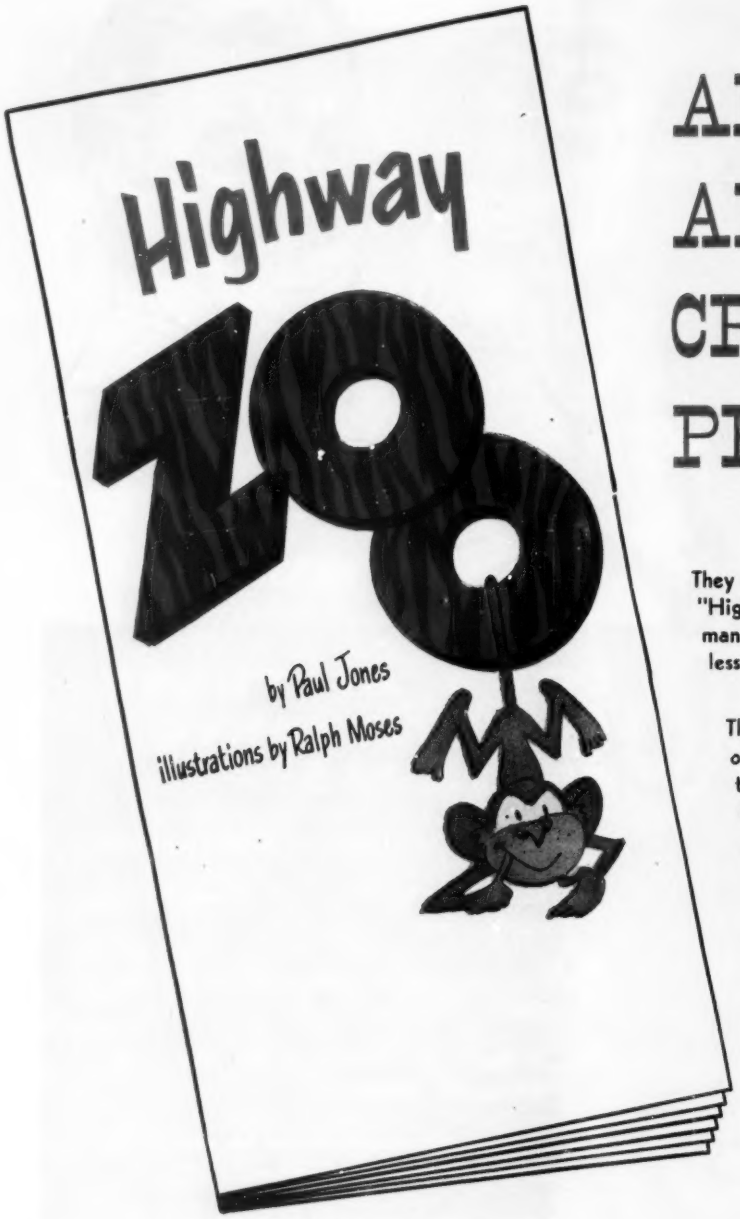

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NATIONAL SAFETY COUNCIL

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BETWEEN STOPS

TRAFFIC control is a must, as a glance at the traffic entering New York's Lincoln Tunnel will soon verify. All over America, congestion is exacting a stiff price. On the highways, inadequate facilities combine with driver error to roll up a sickening toll of death and destruction. In both urban and rural areas, roadways are attuned to yesterday, as the driver of today drives his car of tomorrow into oblivion.

Engineering to fit the highway to today's needs and education to develop drivers of competence, judgment and skill can create a climate to end the sickening toll of death and destruction on the Nation's streets and highways.

What are we waiting for? Let's *Back the Attack on Traffic Accidents!*

* * *

Russell L. Carrillo, 33, of East St. Louis, Ill., survived the Bataan Death March and imprisonment in a Japanese prison camp for three and one-half years. He was killed in an auto crash in the latter part of January, near Edwardsville, Ill., when his car apparently went out of control, left the highway (US 66), ran up an embankment, rolled over and ended right-side up near the Route 41 overpass.

He survived the Bataan Death March. He didn't survive the Traffic Death March!

* * *

In Charleston, W. Va., William Davis was knocked down by an auto, suffered a broken leg, and attained the unenviable distinction of becoming probably the oldest traffic victim in history.

Davis says he was born in slavery near Winston-Salem, N. C., in 1837. He began drawing social security at 105. His approximate age was established from records of a slave auction held in North Carolina in 1850.

* * *

Add to your vital statistics: On the New York Thruway, no hot dog may be sold at concession stands that weighs less than 1/9th of a pound. And the coffee runs exactly 7 oz. to the cup.

PUBLIC SAFETY

VOLUME 50 NUMBER 3 MARCH, 1957

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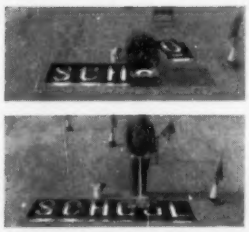

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TRAFFIC TOLL HITS ALL-TIME HIGH

1956 toll virtually a dead heat with record 1941 high. Estimate 40,000 dead; 1,400,000 injured; economic loss of $4,750,000,000.

THE Nation's 1956 motor vehicle accident toll is estimated at 40,000 —up 4 per cent from 1955, and virtually a dead heat with the all-time high of 39,969 established in 1941.

It must be emphasized that the 40,000 estimate cannot be called a new record. Later figures on delayed deaths will revise the estimate, and the totals may be greater or less than the 40,000 which is rounded in accordance with sound statistical practice.

A new record high in traffic deaths for 1956 was almost a certainty until late in the year. Deaths increased steadily each month until October when a sharp drop (12 per cent) occurred. But the month that turned the tide was December, normally the most hazardous of the year.

December deaths totalled about 4,000, unchanged from December, 1955. This checking of the upward trend—coinciding with the opening of the National Safety Council's *Back the Attack on Traffic Accidents* campaign — brought the 1956 total so close to the 1941 record toll that the question cannot be decided until the final figures are tabulated.

During the last half of the year, deaths went up only 1 per cent above the same months of the previous year. In the first half of 1956 deaths were up 8 per cent.

Travel was up 5 per cent over 1955, according to the Council's estimate from preliminary gasoline figures. Although slightly higher than the 4 per cent increase in deaths, it was not enough to reduce significantly the mileage death rate (deaths per 100 million vehicle miles) which remains at 6.4, unchanged from 1955.

Approximately 1,400,000 persons were injured in motor vehicle accidents on American roads and streets last year. And the economic loss charged to the traffic toll is estimated to be $4,750,000,000.

Over the years that span the motor age, balanced traffic control and accident prevention programs have whittled away at the traffic toll. In the years between 1941 and 1956, vehicle registrations were up each year (an 87 per cent increase since 1941), vehicles traveled further and faster (Travel up 89 per cent since '41), and the population skyrocketed 25 per cent. Despite increased exposure to accidents, the death rate (deaths per 100 million vehicle miles) has been held near the all-time low.

To understand what this means, in view of the fact that 1956 was the third year in the history of accident records to mark a traffic toll in excess of 39,000 persons (In 1937 we killed 39,643—in 1941, 39,969), a comparison of the death rates prevailing then would show these shocking totals:

Had the 1937 death rate of 14.7 obtained in 1956, when travel figures reached 630 billion vehicle miles, our traffic toll might have read—92,600 dead—3,150,000 persons injured.

And, if the 1941 rate were in effect last year, we would have counted 75,600 dead—2,500,000 injured.

It has been said "you don't kill rates, you kill people," but the whittling process that brought the death rate to 6.4 has certainly meant the saving of thousands of lives, the elimination of millions of injuries. And this is a plus factor in any calculation of the traffic toll on American streets and highways.

Deaths by Type of Accident

The figures show that accidents classified as non-collision and multi-vehicle collisions lead all the rest as far as increases go. Non-collision accidents (running off the roadway, overturning, etc.) accounted for 1,000 more deaths than in 1955, while multi-vehicle

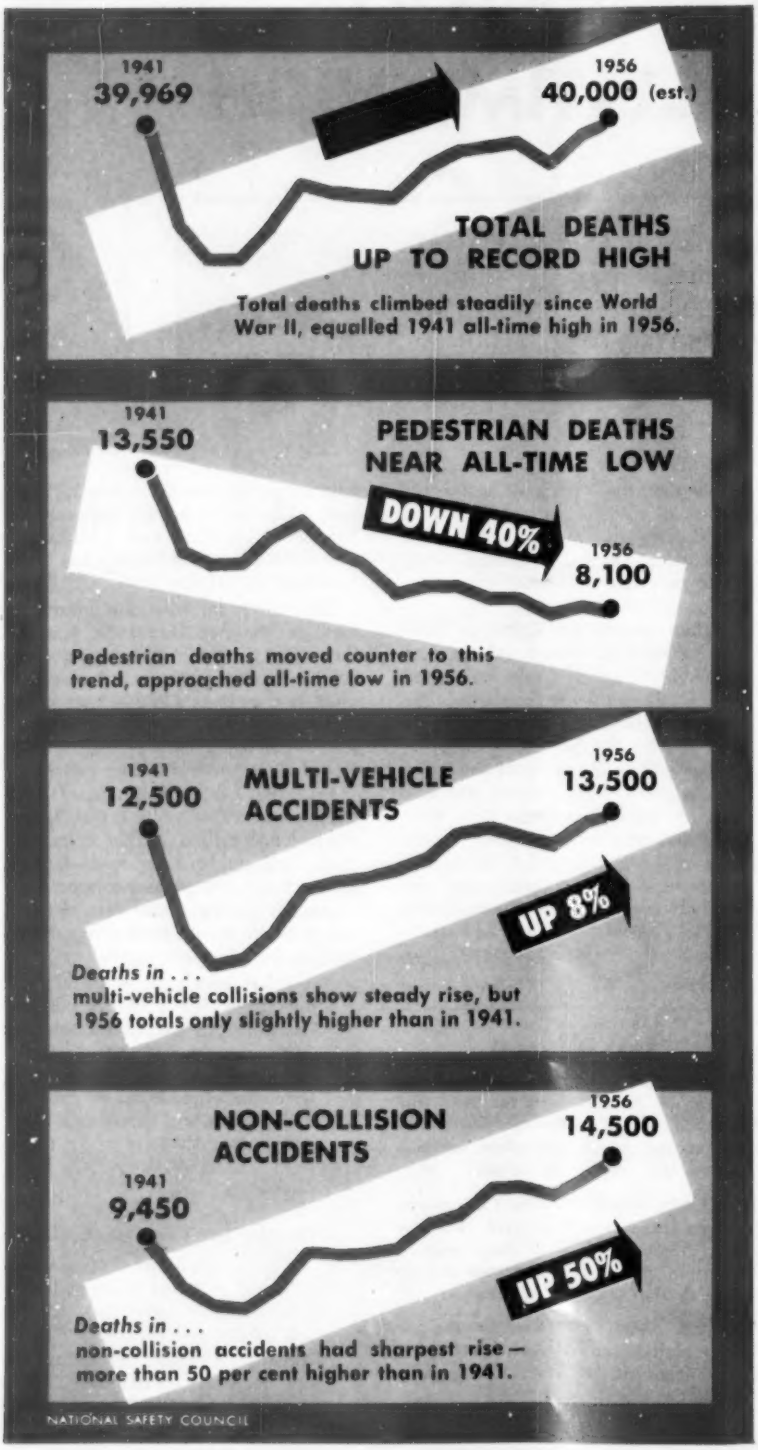
FIRST 1957 FACTS

THIS is the preliminary condensed edition of *Accident Facts* for 1957. Reprints are issued to meet public demand for prompt, though incomplete, information on the 1956 accident totals.

All 1956 figures are subject to revision as later information is received. The regular edition of *Accident Facts* will be issued in July and will contain a complete analysis of 1956 accidents.

Single copies of this reprint may be obtained from the National Safety Council without charge. Prices for quantity orders on request.

This is What Happened:



Deaths by Type (Cont.)

collisions about 500 more. Fixed object collisions showed an increase of 200 and bicycle accidents about 50 more than in the previous year.

Not all types of accidents showed increases. Deaths in pedestrian and railroad accidents dropped about 100 and 50 respectively, while deaths in animal and street car accidents showed smaller declines.

The following breakdown of vehicle accidents by types points up the kinds of accidents that contributed to the traffic toll in 1956.

Type	1956	1955	% Change
Non-collision	14,500	13,500	+ 7%
Multi-vehicle	13,500	13,000	+ 4%
Pedestrian	8,100	8,200	— 1%
Fixed object	1,780	1,600	+11%
Railroad	1,450	1,490	— 3%
Bicycle	560	500	+12%
Animal	95	110	—14%
Street car	15	20	—25%
Total	40,000	38,426	+ 4%

Deaths by Age Groups

Increases in deaths occurred in all age groups except 0-4, according to preliminary reports, with the largest increases in the 5-14, 15-24, and over 65 groups.

Age Group	1956	1955	% Change
0- 4	1,700	1,875	— 9%
5-14	2,700	2,406	+12%
15-24	9,500	8,656	+10%
25-44	11,500	11,448	0%
45-64	8,500	8,372	+ 2%
65 and over	6,100	5,669	+ 8%
Total	40,000	38,426	+ 4%

Deaths by Urban and Rural Areas

Most of the increase in 1956 occurred in rural areas where deaths were up 5 per cent over 1955. In urban areas, the increase ran to about 2 per cent.

Deaths by Regions

Deaths in 1956 were higher in all regions of the country except the North Atlantic, where they were unchanged from the previous year. Among the other regions, increases were sharpest in the Mountain and Pacific areas.

Region	1955-1956 Change
North Atlantic	0%
South Atlantic	+ 4%
North Central	+ 1%
South Central	+ 5%
Mountain	+12%
Pacific	+11%

1956 Deaths by States and Cities

Among 47 reporting states, increases and decreases were about equally divided in December (23 and 24, respectively). For the entire year, these 18 states had decreases:

Rhode Island	—23%
Nevada	—21%
Delaware	—20%
Tennessee	—16%
Michigan	—12%
Kentucky	—11%
Connecticut	—11%
New Hampshire	— 9%
Virginia	— 6%
North Carolina	— 5%
Colorado	— 5%
Illinois	— 3%
Ohio	— 3%
New Jersey	— 2%
Massachusetts	— 2%
Maine	— 2%
Nebraska	— 1%
South Dakota	— 1%

Reporting cities fared better than the nation as a whole in 1956. In contrast with the 4 per cent increase for the entire country, 583 cities held the increase to 1 per cent for the entire year. For December alone, these cities showed no change from the previous year, the same as for the entire nation.

Of the 583 cities, 211 had fewer deaths in 1956 than in 1955. Increases were reported by 249 cities, while 123 showed no change.

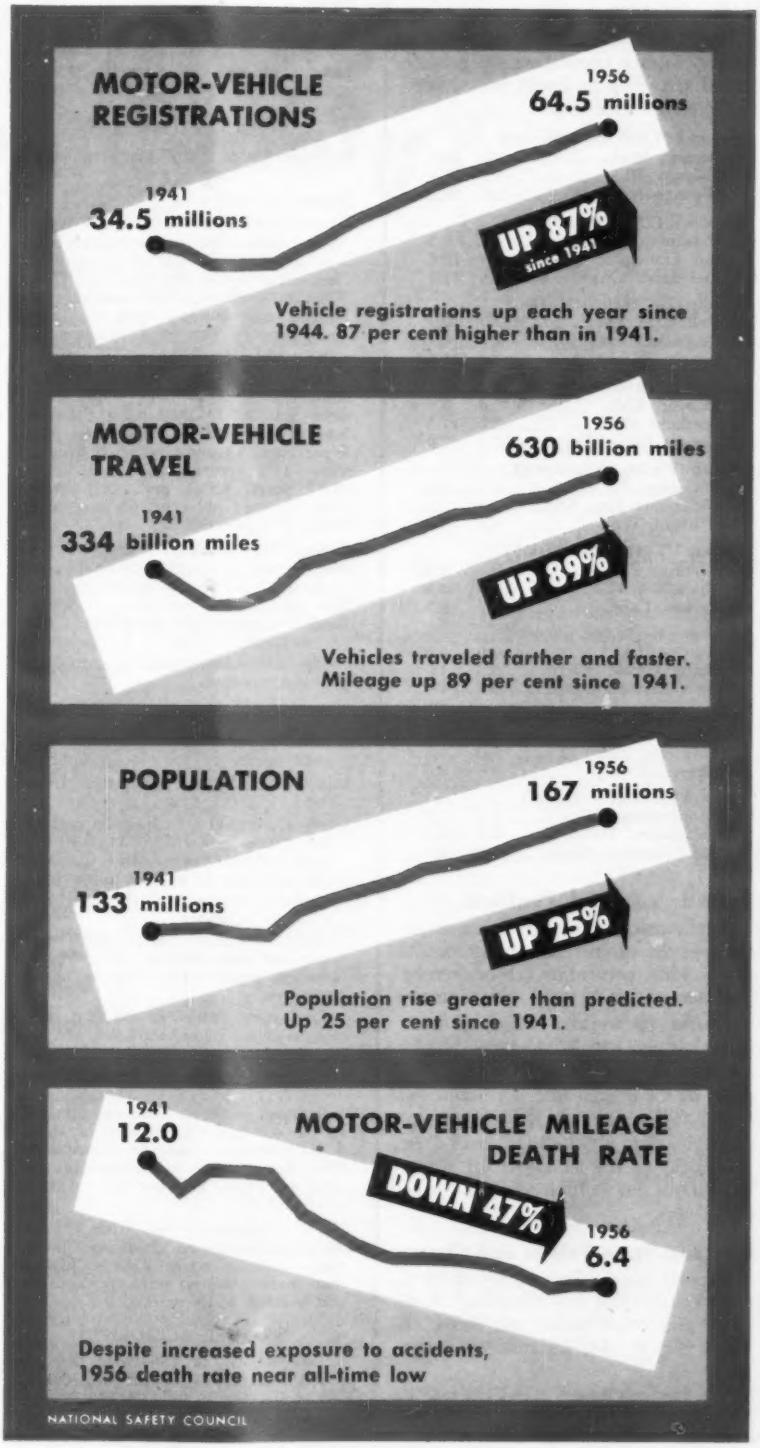
Among the cities with decreases for 12 months, the following have populations of more than 200,000:

City	Decrease in Number	Decrease in Percent
Cincinnati, Ohio	30	—38%
Rochester, N. Y.	10	—38%
St. Paul, Minn.	11	—31%
Jacksonville, Fla.	8	—30%
Washington, D. C.	18	—25%
Houston, Texas	14	—17%
Denver, Colo.	8	—17%
Detroit, Mich.	30	—13%
Dayton, Ohio	4	—13%
San Francisco, Calif.	11	—12%
Pittsburgh, Pa.	7	—11%
Long Beach, Calif.	5	—11%
Chicago, Ill.	32	— 8%
Kansas City, Mo.	3	— 7%
Providence, R. I.	1	— 6%
Birmingham, Ala.	2	— 4%
Atlanta, Ga.	1	— 2%

In December, 393 of the cities had perfect records. Of these, the three largest were: Tulsa, Okla., (182,700); Youngstown, Ohio, (168,300), and Yonkers, N. Y., (152,800).

Turn Page

Some of the Reasons:



AMERICA'S TRAFFIC TOLL

For the entire year, only 105 of the cities had perfect records. The largest were: Aurora, Ill., (56,800); Lafayette, Ind., (39,900), and Fargo, N. D., (38,300).

The three leading cities for the entire year in each population size group, ranked according to deaths per 10,000 registered vehicles were:

Group I (1,000,000 and over)		
Detroit, Mich.	2.9	10.7
Chicago, Ill.	3.5	9.7
Los Angeles, Calif.	3.6	18.4
Group II (750,000-1,000,000)		
Washington, D. C.	2.5	6.3
San Francisco, Calif.	2.9	10.6
Cleveland, Ohio	3.3	11.5
Group III (500,000-750,000)		
Dallas, Texas	2.0	9.4
Houston, Texas	2.1	9.7
Seattle, Wash.	2.3	11.6
Group IV (350,000-500,000)		
Denver, Colo.	1.8	8.9
Portland, Ore.	2.1	11.5
Kansas City, Mo.	2.1	7.9
Group V (200,000-350,000)		
Rochester, N. Y.	1.1	4.8
Oklahoma City, Okla.	1.2	7.4
Wichita, Kan.	1.3	7.9
Group VI (100,000-200,000)		
Reading, Pa.	0.5	1.8
Utica, N. Y.	0.6	2.0
Fresno, Calif.	0.7	6.5
Group VII (50,000-100,000)		
Aurora, Ill.	0.0	0.0
Battle Creek, Mich.	0.3	1.9
New Britain, Conn.	0.4	1.4
Group VIII (25,000-50,000)		
Elkhart, Ind.	0.0	0.0
Lafayette, Ind.	0.0	0.0
Cheyenne, Wyo.	0.0	0.0
Group IX (10,000-25,000)		
Birmingham, Mich.	0.0	0.0
Kingsport, Tenn.	0.0	0.0
Mt. Clemens, Mich.	0.0	0.0

Industry's Off-Job Problem

That American Industry has a major stake in the problem of traffic control and accident prevention can be seen by a glance at the Work Accident totals.

Deaths to workers from all accidents last year totalled 45,100—14,300 on the job and 30,800 off the job, many of these latter in traffic accidents.

Total time lost in 1956—direct and indirect—was 295 million man-days, equivalent to the shutdown of plants with about one million workers for an entire year.

City and State Tables and Charts

Reports for the entire year of 1956 for 47 states and 583 reporting cities, maps and other tables are listed on Pages 32, 33, 34, 35 and 36 in this issue.

State—City Tables—Charts
See Page 32

THE NATIONAL ACCIDENT FATALITY TOLL

	1956	1955	Change
ALL ACCIDENTS	95,000	93,443	+2%
Motor-vehicle	40,000	38,426	+4%
Public non-motor-vehicle	16,500	16,000	+3%
Home	27,500	28,000	—2%
Work	14,300	14,200	+1%

Note: The motor-vehicle totals include some deaths also included in work and home. This duplication amounted to about 3,300 in both 1955 and 1956. All figures are National Safety Council estimates.

ALL ACCIDENTS

Killed—95,000. Up 2 per cent from 1955.

Injured—9,450,000.

Cost—$10,800,000,000. Includes wage loss, medical expense, overhead cost of insurance for all accidents; interrupted production schedules, time lost by workers other than the injured, etc., due to work accidents and property damage in traffic accidents and fires.

Deaths of children under 5 years numbered approximately 1 per cent more than in 1955. Among children 5 to 14 years old the death total rose 5 per cent. Changes in adult groups were: 15-24 years, up 10 per cent; 25-44 years, up 1 per cent; 45-64 years, down 3 per cent; 65 years and older, up 1 per cent.

Fatal falls numbered about 1 per cent fewer than in 1955—20,000; burns increased 7 per cent to 6,800. Drownings decreased 7 per cent to 5,900. Fatal firearms accidents went up 1 per cent to 2,150.

The 1956 death rate per 100,000 population was 56.8.

WORK ACCIDENTS

Killed—14,300; 100 more than the 1955 total.

Injured—2,000,000; up 50,000 from 1955.

Cost—$3,600,000,000. Includes cost of interrupted production schedules, time lost by workers other than the injured, etc., as well as wage loss, medical expense and the overhead costs of insurance.

Total all-industry employment was 3 per cent more than in 1955. Manufacturing employment, alone, went up 2 per cent.

Coal mine deaths in the first nine months of 1956 numbered 386, according to preliminary reports, or 8 per cent more than in the same months of 1955.

Railroad employee fatalities totalled 167 in the first nine months of 1956, 6 per cent less than the comparable 1955 figure. The nine-month injury total was 14,041 or 6 per cent up from 1955.

There apparently was little change in the all-industry disabling injury rate. Injuries were slightly higher than in 1955 but so were employment and average hours worked.

WORKER ACCIDENTS

Killed—45,100, or 100 more than in 1955. On job, 14,300; off job, 30,800.

Injured—4,350,000, up 2 per cent from 1955.

Time lost, including indirect, amounted to 295,000,000 man-days, equivalent to the shut-down of plants with 1,000,000 workers.

PUBLIC ACCIDENTS
(Not Motor Vehicle)

Killed—16,500; 3 per cent above 1955.

Injured—2,050,000.

Cost—$800,000,000.

Increases in deaths were recorded for children under 5 years, persons 15 to 24 years old, and 65 years old or older. Decreases occurred in the other age groups. There were considerably more falls than in 1955, but considerably fewer drownings. Small increases were recorded for water and air transport, and for burns.

RAILROAD ACCIDENTS

Nine-month death total — 1,783; down 1 per cent from 1955. Injuries numbered 21,232, or 7 per cent more than in the same months of 1955.

Grade crossing deaths decreased less than 1 per cent, while injuries rose 1 per cent.

Passenger deaths numbered 49, compared to 12 for the same months of 1955.

Trespasser deaths numbered 603, a decrease of 2 per cent from 1955.

AIRPLANE ACCIDENTS

There were four accidents during 1956 in the domestic passenger-carrying operations of scheduled air carriers, in which 143 passengers and 13 crew members were killed. The passenger death rate per 100,000,000 passenger-miles, based on preliminary information, was 0.62.

HOME ACCIDENTS

Killed—27,500; down 2 per cent from 1955.

Injured—4,100,000.

Cost—$850,000,000.

Decreases were limited to the age groups 45 to 64 years and 65 years old or older. Deaths in the other groups numbered about the same as in 1955, or increased slightly. Sizable decreases were recorded for fatal falls and poisonings. Increases occurred in deaths from burns, mechanical suffocation and firearms accidents.

FIRE LOSSES

The value of property destroyed by fire in 1956 was $989,000,000, or 12 per cent more than in 1955.

What's Ahead For

Highways and Safety?

THE FEDERAL Highway Act of 1956 will do much to step up modernization of the American road plant, and built-in safety factors of the Interstate System will slash the fatality rate along its routes some 75 per cent, save 3,500 lives a year. What it means in cold fact is that we will have highways sufficient for today's traffic 40 years hence. Special Congressional Subcommittee on Highway Traffic Safety lists 19 basic recommendations for traffic control and accident prevention on the Nation's streets and highways, calls for citizen support of Action Program.

ALL THREE elements involved in traffic safety—the highway, the vehicle and the road—are very much in the spotlight as the Nation closes the first quarter of 1957 in what could be the worst year in the history of accident prevention.

There is no single, simple solution to the traffic safety problem. Only a well-rounded program emphasizing all phases of traffic accident prevention (accident records, engineering, enforcement, education, motor vehicle administration, public information and organized public support) can hope to spell success.

Congressional Report

Of special interest to all concerned with the problem of controlling traffic and preventing accidents is House Report No. 2971 on Highway Traffic Safety, the report of the Special Subcommittee on Traffic Safety of the Committee on Interstate and Foreign Commerce, U. S. House of Representatives.

Pursuant to House Resolution 357 of the 84th Congress, the group (Congressmen Walter Rogers of Texas; Samuel N. Friedel, of Maryland; John V. Beamer of Indiana; Paul F. Schenck of Ohio, with Kenneth A. Roberts of Alabama, as chairman, held hearings in Washington, D. C.; Lake Geneva, Wis.; Chicago; Detroit; Ypsilanti, Mich.; Dayton, Ohio; Indianapolis and Pendleton, Ind.; inspected the facilities of American Motors Corporation, General Motors, the Chrysler Corporation, and the Ford Motor Company, came up with a 23-page report which made these 19 basic recommendations:

1. More aggressive action by local communities, counties, and states to implement effectively the Action Program recommendations of the President's Highway Safety Conference.

2. Expanded basic research into the human factors which contribute to traffic accidents is urgently needed.

3. Uniform traffic laws and local ordinances should be enacted at once in every jurisdiction.

4. Research in highway and traffic engineering should be accelerated and expanded to meet increasing highway and traffic needs.

5. School driver education and adult retraining programs must be expanded.

6. Driver examining, licensing and suspension procedures must be strengthened.

7. Traffic law enforcement and the administration of traffic justice should be improved.

8. Better accident reporting procedures are needed and more effective use of available accident data should be made.

9. Continued and expanded research on safe vehicle design with less emphasis on speed and horsepower is needed.

10. There should be nationwide modernization of all traffic signs, signals and markings.

11. More public education in accident victim care is urgently needed.

12. The need for more adequate financial responsibility laws should be studied.

13. More vehicle inspection laws are needed.

14. Colleges and universities should provide more training in all phases of highway traffic administration, traffic management and control.

15. Closer and more effective coordination among groups working in traffic safety is urgently needed.

16. Improved methods of public traffic safety education are needed.

17. Better means of technical and professional exchange of information on traffic safety must be provided.

18. Organized citizen support for balanced and well-organized safety programs of responsible public officials must be developed and expanded.

19. The traffic safety study should be continued and expanded by the next Congress.

The report was committed to the Committee of the Whole House on the State of the Union and ordered printed. It carries the title—Union Calendar No. 1223. Copies are available from the U. S. Government Printing Office, Washington, D. C.

Highways

Improvement of the Nation's roads and streets, in accordance with modern design standards—built-in safety factors—will save many thousands of lives. The Highway Act of 1956 launched the largest program of road construction and improvement in history, offering an unparalleled opportunity to highway and traffic engineers to construct highways that will offer the maximum number of safety features. The Interstate Highway System —41,000 miles long—is the backbone of the system and will receive approxi-

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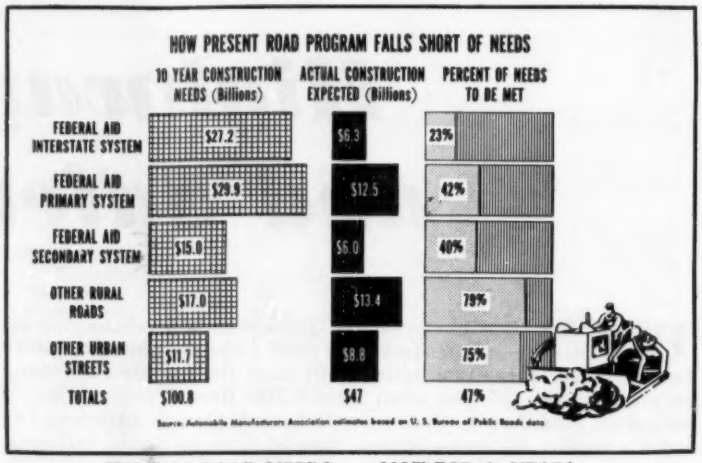
mately $25 billions in federal funds (90 per cent of the cost, the balance to be paid by the states) over the next 12 years.

While the Interstate System comprises but 1.2 per cent of the total U. S. road mileage, it carries 12 per cent of urban traffic and 16 per cent of all rural traffic. Losses on this system alone in traffic accidents, congestion and vehicle operation are estimated at $2.5 billion annually. By bringing the system up to adequate engineering standards, it is estimated that we will save 3,500 lives a year.

What we all want is an adequate, efficient highway transportation system by which persons and goods can be moved from one point to another quickly, comfortably, economically, and all in one piece.



TODAY'S ROAD NEEDS . . . NOT FOR 40 YEARS

Built-in Safety

The American Association of State Highway Officials in cooperation with the Bureau of Public Roads has formulated a set of design and construction standards to be followed in the re-building of the Interstate System, one feature of which calls for control of access.

The National Safety Council on January 4 moved to acquaint managers of all its chapters, affiliated councils and other safety organizations of the Council's position on this vital matter, circulating a letter, signed by General G. C. Stewart, executive vice president, together with a reprint from an article in the May, 1955, issue of PUBLIC SAFETY, "Let's Build Safety Into Our Highways," authored by Sidney J. Williams (deceased), assistant to the president of the National Safety Council, and Carl E. Fritts, vice president of the Automotive Safety Foundation. The letter stated:

"Modernization of the Nation's roadway system as provided in the Federal Aid Highway Act of 1956 is an important step in meeting the emergency of highway traffic facilitation and traffic safety.

"By internal and marginal controls built into the roadway, particularly the control of access to and from adjoining property, coupled with adequate police supervision, accidents and deaths resulting from driver errors can be materially reduced.

"The attached reprint from the May issue of PUBLIC SAFETY clearly describes the major safety advantages of modern roadway design and includes factual evidence of the effectiveness of limited access roadways. Compared with older type roads, limited access produces a reduction of from 65 to 75 per cent in traffic deaths.

"The National Safety Council supports the need for a modern interstate roadway system of limited access highways, and we recommend that state and local citizen safety organizations take similar positions to *Back The Attack* within their states.

"The limited access feature is, in some instances, being opposed by economic interests affected. In some instances the state's 10 per cent participation in costs of the Interstate System presents severe budgetary or legal problems, the solution of which will also require strong citizen support. We suggest you determine whether problems of this sort are arising, both in your locality and in your state as a whole. As may appear warranted from your investigation of facts, your organization should consider how to give tangible proof of support by formal resolution, statements at hearings, or other means to legislators and responsible officials within your state, so that safety gains possible may be realized. Similar action may be in order to inform your members and the general public within your areas."

Primary, secondary and urban roads —not included in the Interstate System and Standardswise at least 30 years behind the times—must also be brought up to standard. The federal share of this through 1969 will approximate more than $11 billion. And, since federal funds must be matched dollar for dollar on this type of construction, this makes for an additional expenditure of $22 billions on our secondary road plant. This is truly an outstanding opportunity to build safety into our roadways.

In keeping with the size and importance of bringing the Nation's highways up to standards that will be necessitated by the traffic volumes of 1975, a Federal Highway Administrator has been named to run the vast operation. In October, Bertram D. Tallamy, chairman of the New York State Thruway Authority, was named overseer of the $33 billion program. He is chief policy maker of the project, but responsibility for detailed operational management is vested in the Commissioner of Public Roads.

Research

And because there's more to the traffic control and accident prevention problem than geometric highway design, the 1956 Federal Aid Highway Act called for an exhaustive study of highway safety, directing the Commerce Department to conduct the inquiry.

In December (1956), Charles W. Prisk, of the Bureau of Public Roads, Department of Commerce, opened what is expected to be a two-year research project. Among subjects with which the study will deal are the need for federal assistance to state and local governments in the enforcement of necessary highway safety and speed re-

Green Cross 'De Mille'

Jim Seymour, Crystal Lake's amateur movie producer, carries 40 lbs. of camera equipment in his car at all times. Note movie camera mounted on dash, operated through windshield.

ONE thousand key citizens turned out January 16 in —8° temperature at Freeport, Ill., to watch a movie —"Slaughter on the Highways," and to line up local support to *Back the Attack on Traffic Accidents.*

The film, property of James Seymour, of Crystal Lake, Ill., is a monument to unsafe drivers since most of the film actually has been filmed at the site of wrecks on the highway. The Freeport showing was sponsored by the local lodge of the Loyal Order of Moose in support of traffic safety activities.

Seymour's film shows graphically what can happen to ordinary motorists who fail to drive carefully and according to traffic laws. The film shows cars in violation of the laws and the end result—the accident. Special safety tips are given while showing the results of speeding, passing, not being alert while driving, and following too closely.

Mr. Seymour operates an upholstery shop in his home town but authorities call him any hour of the day or night to take movies and photos of wrecks.

"When I get a call during the day while working, I just leave a note and run," he said. "The door is always open and people know what I am doing. I try whenever possible to get to the accident before the ambulance to get the picture story of the wrecked lives that result from them."

With him go four cameras and 40 pounds of photographic equipment, and a tape recorder. A night flash system provides 1,000 watts of light for his color films. One camera is mounted on his dash to film moving violations. Seymour's thousands of feet of film are invaluable to TV producers in staging realistic scenes. So what started out as a hobby has developed into a profitable sideline.

He is also a one-man gang for traffic safety in his home town, Crystal Lake.

quirements, the advisability and practicability of uniform state and local highway safety and speed laws, and what steps the federal government should take to promote adoption of such laws.

Secretary of Commerce Weeks announced that "two subjects which will be covered are a pilot study of the real cause of highway accidents, and a study of the effect of speed and horsepower on accident causation.

"Others under consideration," he said, "are possible means of encouraging highway safety in the manufacture of motor vehicles of all types, and the promotion of highway safety education programs.

"The special investigation of accident causes will emphasize elements of the road and the vehicle that lead to poor driver performance and also the psychological behavior of drivers as it affects traffic safety."

Mr. Prisk is secretary of the traffic committees of the American Association of State Highway Officials, and the research committee of the advisory council of the President's Committee for Traffic Safety. He is also past president of the Institute of Traffic Engineers.

One simple way of stating the problem is to say that the causes of accidents center primarily in human behavior and external conditions. Modern design can improve external conditions to the extent that human mistakes and misjudgments are less likely to happen. But certainly we can build safety into drivers (and pedestrians too). We have done this via driver education and training in high schools, and this we must do. To a certain extent we can build safety into all drivers by continuous public education.

Studies have shown that drivers who have received behind-the-wheel and classroom instruction prove to be better motor vehicle operators than those who have not had this training. In addition, their attitudes are far better, probably due to their better understanding of the role of the police, courts, engineers, etc. in the highway safety program, and in their own position in relation to all of them.

The changing emphasis in education is being felt in driver improvement schools which are affiliated with courts. One such is the school recently opened by the Municipal Court of Chicago. It is designed to deal with drivers who are either uninformed or who do not have the proper attitude or respect for their responsibilities. The school is to instruct and educate and is not intended to be a punishment device, according to Chief Justice Raymond P. Drymalski. Motion picture and slide projection equipment recently given the school will step up the use of audio-visual training methods employed in driver safety instruction. THE END

New Approaches to Traffic Safety

IN the face of increased travel, more vehicles and consequent congestion and hazards on the Nation's streets and highways, traffic engineers, enforcement agencies, safety councils and others concerned with the traffic toll have devised new approaches to control traffic and prevent accidents. Some of the newer approaches and techniques used are presented here in the hope that they will prove helpful to others interested in their application and improvement (plus older tested programs).

TRAFFIC officials like to read about highways of the future, but—unfortunately—they must deal with the practical, down-to-earth realization that we must drive and/or walk on the roadways of today. They have devised new approaches in signing and signal installations, enforcement techniques and educational means to make the Nation's roadways safer. Here are some of the new techniques:

Right now, drivers on turnpikes and freeways are being given up-to-the-minute weather and road conditions as they drive. It's happening now on some of our turnpikes. Tele-Dynamics, Inc. has come up with a new highway sign, rectangular in shape (141″ wide x 24″ high and 22″ deep), with access doors at both ends for ease of inspection. The sign is backlighted with two 8′ 74-watt fluorescent tubes and "plexiglas" letters, 12″ high, Series # lettering readable at 1500 feet.

The signs (see photo) flash warnings to drivers on such conditions as fog, ice, snow, rain or an accident ahead by simply throwing a switch. The signs can be operated locally, remotely by wire line or via radio or electronic control.

The individual unit can be operated individually or in tandem with other units. The standard unit can be unitized for stacking where multiple words and combinations are desired. Present signs allow up to three messages of three words each, but with proper planning four or five different combinations can be provided.

With an accident on the roadway ahead, traffic can be slowed, stopped or rerouted via the highway condition signs.

Turnpike and freeway traffic has also hiked the size and the requirements of signing. Porcelainized aluminum signs along the new Kansas Turnpike are one example of this trend (see photo). Information as to service areas (food-fuel), directions, interconnections with other main routes, etc. have stepped up signing needs.

On the Kansas Turnpike, demountable letters and numerals are reflectorized for easy seeing at night. The new technique for turnpike signing calls for a combination of overhead and side installations based on surveys of seeing conditions along the routes.

Speaking of signs, when drivers hit the North Carolina boundary on U. S. 301, they are welcomed with this poetic reminder: "Welcome to the 'Tar Heel' State . . . Where the weak grow strong . . . And the strong grow great . . . These helpful signs will guide your way . . . So take your time; enjoy your stay!"

Thereafter at blind curves, crossroads, hills and other appropriate spots came more signs. Some of them read like this:

"From one friend to another! Slow down, brother!"

"Driving speed—55; social security—65."

"If your trip is too fast, it may be your last!"

"Heavy foot, light head, bad curve, stone dead."

"If you must kill yourself, get off the highway."

Signing for turnpikes is a breeze where these changing panels tell story of what's ahead on the roadway. Can be operated either locally or by switch, electronic or radio control.

"A mile a minute, there's no future in it."

"Don't be impatient, it's a short hill."

As you drive along, you keep watch for the signs, and you're not disappointed. When you're sure you've seen the last of them, another pops up.

"Somewhere ahead; radar!"

"Are you driving yourself to death?"

"Centerline is your lifeline."

"You'll live longer under 55."

"The hill isn't long, neither is your life."

"Spend your miles in safety."

"A minute you spare will get you there."

"Are you tail gaiting?"

"If you're in a hurry, it's later than you think."

The signs intrigue you. They interested Frederick Othman, *NEA Service*, feature writer so much that he made it a subject for his column, and Boyd Lewis, vice president and executive editor of *NEA Service, Inc.*, passed it on to the editors of PUBLIC SAFETY.

A query to A. H. Graham, chairman of the North Carolina State Highway and Public Works Commission, brought this response:

The signs—100 in all—were first erected in 1954 along US 1 which crosses north-south through the state. In 1955 they were moved to US 301. A check on accidents along US 1 showed that accidents had been reduced by 17 per cent during the period the signs were up. Original cost of the signs was approximately $1.60 per sq. ft. which included the reflectorizing material. Total cost about $3,000.

Credit for originating the signs goes to two North Carolina Highway Commissioners: Donnie Sorrell, of Durham and Forrest Lockey, of Aberdeen, Robert Burch, state traffic engineer, put them up. Author-poet was W. E. Stauber, of Durham.

Reaction to the signs by editors and individual motorists has been decidedly mixed: "Ingenious, corny, terrible, good idea, traffic hazard," have been among the comments, personal and public.

The signs have inspired motorists to suggest: "We could write tomes on broken bones and saddened homes," "Speeders, sutures and blighted futures," "Drive polite, then you're right," "Won't you strive to stay alive?"

One newspaper commented on the small size of the signs: "Such signs may work all right with a slow driver and a fast reader, but suppose a fast driver and slow reader gets so engrossed in the ode to safety that he doesn't see the curve ahead?" Another newspaper suggested: "Shift your eyes to this sign, go six feet down in a box of pine."

The humorous signs are part of the intensive traffic control and accident prevention campaign that is no laughing matter in North Carolina. And Edward Scheidt, commissioner of motor vehicles, in charge of the safety campaign has this to be thankful for —At least drivers in the "Tar Heel" State are not ignoring highway signs.

Radio and electronic signal installations are among the latest innovations of traffic and highway engineers in handling present-day traffic along both older highway and street installations and newer turnpike and freeway plants. Radio coordinated tone signals to control traffic signal lights along a 2.65 mile stretch of the Middlesex-Fells Parkway in the Boston Metropolitan area are one such example.

The Boston Metropolitan District Commission feels that their new radio installation will permit traffic to move at a speed of 35 mph the length of the controlled section—from Wellington Bridge to Roosevelt Circle—without stopping. It is also estimated that the use of such radio or electronic controls will save several dollars per foot from the cost of laying cables.

On Massachusetts' new east-west turnpike, the Turnpike Authority has moved to effect a $500,000 radio communications system for state police and maintenance crews. Linking VHF (very high frequency) and microwave equipment, the system will be split into eastern and western circuits with a single dispatcher. More than 100 mobile units will be linked via this arrangement. Fifteen microwave terminal and repeater stations will be hooked up from the western end of

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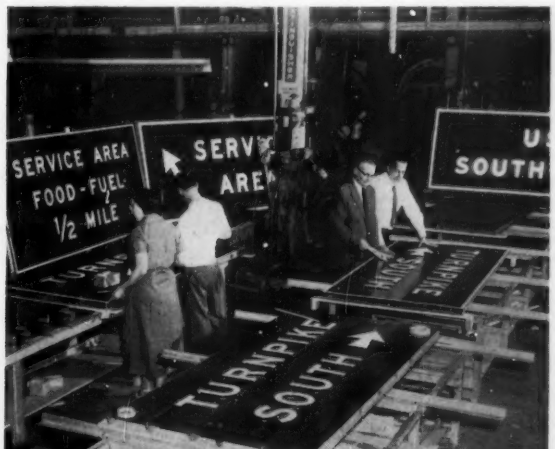

Turnpike signs must be large enough to be seen and read at considerable distances. These are for the Kansas Turnpike, will give directions and other information to drivers.

Boston's Metropolitan District big-wigs study plan for radio tone control of signals. From left: Bennett Brest, D. S. Hammond; B. W. Fink; R. C. Blumenthal, and Robert Georgia.

Massachusetts to downtown Boston—a distance of approximately 180 miles. Three state police barracks, five highway maintenance areas and 14 toll booths will use the facilities.

Highway Hi-Fi

Some traffic safety features built into highways feature corrugated lanes which practically sing as motorists cross them when changing lanes. But in Cook County, Illinois (Chicago Metropolitan area) it's the rumble on the roadway that is telling motorists to slow up, ready to stop.

Engineers of the Cook County Highway Department have been experimenting with rumble surfaces at some 62 selected intersections on bituminous roads. Picked because of heavy travel or imperfect stop-sign visibility, the approaches to the intersections have been treated with a layer of asphalt combined with enough granulated slag to cause a rumble when a car approaches a stop-sign intersection.

At all such treated locations the mixture of screened slag and asphalt has been spread the full width of the approaching lane for a distance of 300 feet from the stop sign. The slag used averaged about 50 lbs. to the sq. yd. and raised the roadway one inch or slightly more.

According to Paul G. Robinson, assistant county highway engineer, the mix was not used on portland cement concrete pavement. On that type of surface the same effect could be produced with some type of rattle rods or grooves placed in the pavement when laid.

Driver Behavior

Checking on the behavior of drivers has paid big dividends in many states. Connecticut, Illinois, Indiana, Wisconsin and others have all moved to clear the reckless and irresponsible driver from the highway. And one method that has paid big dividends to traffic safety authorities in this regard is the "point system."

Newest state to use this method of ferreting out incompetent drivers is Kentucky, where Governor A. B. Chandler has given his official blessing to the program, and the State Police are moving to enforce it.

Kentucky's Governor A. B. "Happy" Chandler signs executive order backing point control. Don Sturgill (left) and J. E. Bassett III look on. "Kentuckians may slow down to save their licenses, if not their lives!"

Kentucky's Department of Public Safety with P. A. B. Widener, commissioner, and Don S. Sturgill, deputy commissioner, has received almost unanimous backing and publicity for the program from the press and radio.

The point system enables state officials to reach dangerous and erring drivers before it becomes necessary to suspend their driving privileges. Assignment of point values to various offenses has been made to impress upon drivers that their records are being watched. The records are based on reports of traffic convictions which Kentucky law requires the courts to forward to the Department of Public Safety.

Point assignments for each violation are: Misrepresenting or falsifying application, 12 points; Racing, 6 points; Reckless driving, 4 points; Passing on curve or hill (no passing zone), or passing school bus loading or unloading children, 4 points; Violation contributing to an accident, 4 points; Exceeding speed limits, 3 points; other moving hazardous violations, 3 points.

The driver with 6 to 9 points will talk things over with a field representative of the Department of Public Safety, who can advise him of steps to take to improve his driving.

Along with the "point system," the Department of Public Safety under Sturgill is reporting to the press and radio all cases where drunk driving convictions have been amended to lesser offenses and driver licenses have been returned. Drunk driving, which carries automatic revocation of license in Kentucky, is not included in the point system.

In full sympathy with the progress of the campaign, Governor Chandler stated: "I am for anything that will save lives. And it has been shown that many drivers will slow down to save their licenses when they won't slow down to save their lives."

Reversing the flow of traffic by changing direction of the inbound and outbound lanes when needed has long been practiced by traffic engineers in cities. Rubber traffic cones, buckets, sawhorses, have all been used to indicate the switch.

Atlanta, Ga., is now using electric overhead lane markers which work automatically. The center lane of Stewart Avenue is thus reversible, controlled by three signals. When the right signal is green and arrow points up, drivers can use the center lane. When left signal is red, arrow down, lane is set against you. The center signal of the cluster of three is amber. When it is on, with arrows pointing either way, center lane may be used with caution for passing.

Karl Bevins, traffic engineer, and his assistant, Lamar Thomas, worked out the program. The signals are preset and operated by time clocks.

THE END

Program Moves Into High Gear

States, Cities, Governmental Agencies React to 'Grass Roots' Participation

SHOCKED by the grisly record of death and injury in traffic accilents, America is moving to *Back the Attack on Traffic Accidents,* stepping up official traffic control and accident prevention programs and lining up support from individuals and organizations all over the country.

The moral and spiritual values involved in everyday living include actions in traffic, and the clergy and churchfolk are active in the campaign, asking their conferees not only to profess their faith but to demonstrate their religion while driving and walking.

City and state organizations, civic, industrial and commercial leaders and their organizations have joined in the campaign. Federal governmental departments, like the United States Post Office Department, are *Backing the Attack,* and the Armed Services have been quick to implement the call of President Eisenhower to rally public support to the program.

First on the firing line among states to put spurs to the official program and gear it to *Back the Attack,* was Indiana. The Hoosier State had hardly gotten the election returns before Indiana's newly-elected Governor, Harold W. Handley, announced that the State would go all-out to control traffic and prevent accidents.

"Indiana must do more than *Back the Attack on Traffic Accidents,"* Governor Handley said. "We fully intend to lead the attack on highway accidents."

Young, 47, experienced (he had served as State Senator and Lt. Governor) and agile in maneuvering legislative matters to a successful conclusion, Governor Handley told the Indiana General Assembly in his "State of the State" address that Indiana must move ahead to outstrip death and injury on her highways, urged 100 per cent driver education in Hoosier high schools, periodic vehicle inspection and periodic driver re-examination to give Indiana the broadest legislative base for traffic safety of any state in the Union.

"Such legislation on the books

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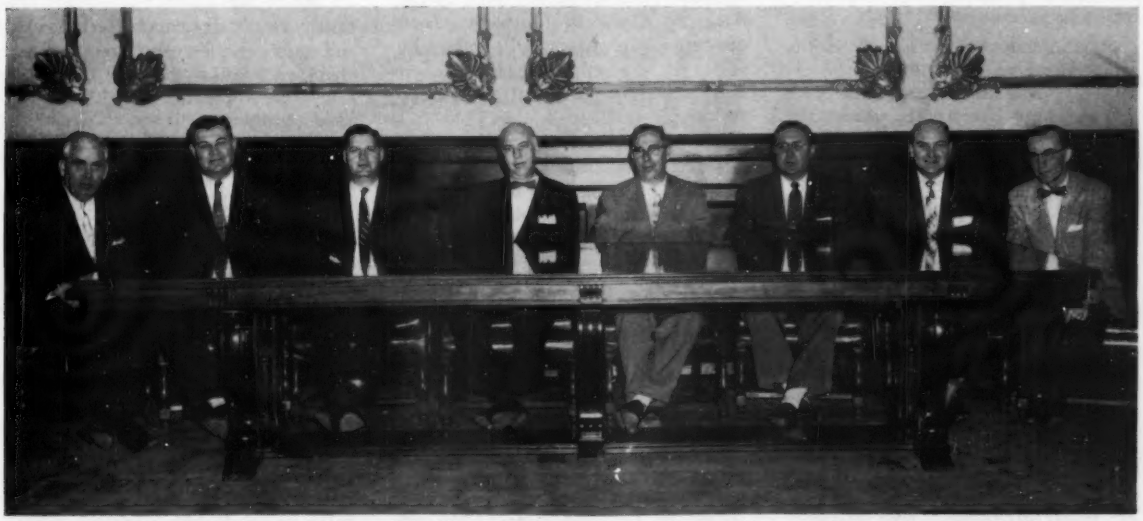

Hoosier traffic safety team. From left: Morris J. Carter, Wilbur Young, Albert E. Huber, Governor Handley, John Peters, Edwin K. Steers, Harold S. Zeis, and Vernon C. Anderson. As Governor Handley put it: "Indiana's not just going to *Back the Attack on Traffic Accidents*—We're going to *lead* it!"

would establish Indiana's programs along the basic recommendations of the President's Committee for Traffic Safety, the Uniform Code and the recommendations made by the National Safety Council."

Even before he launched the legislative program for traffic safety, Governor Handley had picked his traffic safety team. As his administrative assistant, he chose Vernon Anderson, former mayor of Hammond, who, while mayor, established one of the earliest coordinated traffic safety programs on a city level. Anderson will work directly with the heads of state departments concerned with traffic safety and represent the governor in meetings of various committees responsible for traffic safety.

Albert E. Huber moved to the post of State Traffic Safety Director. As Assistant to Joseph L. Lingo, who resigned to enter private business, Huber knows the Hoosier traffic safety situation, is young (41) but has 15 years of diversified traffic experience to call on. He formerly directed traffic safety activities of the Indiana State Police and was instrumental in forming its safety education division.

Harold S. Zeis is the new superintendent of the Indiana State Police. He was sheriff of Allen County (Fort Wayne) where he was elected sheriff an unprecedented four times. Young, 44, he can call on 22 years of practical enforcement experience. Superintendent Zeis is well known for his advocacy of police training—especially for traffic safety.

Superintendent Zeis named as his executive officer, Major Paul T. Beverforden, a 20-year veteran of the State Police. Major Beverforden headed the Safety Education Division of the force before accepting his present appointment. Beverforden established Indiana's outstanding program of industrial off-the-job traffic safety. In his new capacity, he will co-ordinate the safety activities of the State Police with Indiana's statewide traffic safety program.

Morris Carter continues an integral part of the Hoosier traffic safety team in his post of Commissioner of Motor Vehicles.

Rounding out the Hoosier safety team is John Peters, new chairman of the Indiana Highway Commission. Mr. Peters was formerly state treasurer. The Department of Public Instruction and the Attorney General's office will also cooperate in promoting traffic safety, with re-elected Wilbur Young and Edwin K. Steers respectively in charge of those offices.

Representative Phil Johnson of Indiana, long-time advocate of putting the Action Program to work at the grass roots, is active among Indiana legislators working to pass the Governor's traffic program.

With proof on the books that traffic control and accident prevention programs pay off, as witness Indiana's drastic reduction in the traffic toll over the last five years, with a direct benefit to the average Hoosier of $18 savings annually on insurance costs as a result of the Indiana experience, no opposition to the Indiana traffic safety legislative program is expected.

Enactment of the legislation will put the Hoosier Action Program out in front nationally.

In Illinois, the trend to traffic control and accident prevention programs was just as high. Governor William G. Stratton asked for 600 more State Police, called on the General Assembly to grant needed legislation to put the Action Program into full effect. Secretary of State Charles Carpentier, whose tough administration of the driver licensing law he had fought for netted him top place on the ticket next to President Eisenhower when the election returns were all in, proved to the whole state that traffic safety was good politics.

Secretary Carpentier pledged the complete facilities of his office in the *Back the Attack on Traffic Accidents* campaign. In making the offer, he said: " . . . only cooperative effort will accomplish the goal we are all seeking."

Spot checks along hundreds of miles of main roads, "drunknets," strict enforcement of traffic laws and a hopped-up education program in Tennessee were highlights of the Volunteer State's effort to *Back the Attack*. Governor Frank Goad Clement sent the word out that Tennessee was in the fight for life on street and highway, and Tennessee's Safety Commissioner Hilton Butler was seeing to it that everybody in the state knew of the campaign, its purpose and urgency.

In New York, Governor Averill Harriman rallied official agencies and public support groups to *Back the Attack on Traffic Accidents*. Michael H. Prendergast, director, of the State's Division of Safety, in half a dozen mailings, outlined the program, and called on individuals, groups and officials to action to bring accidents to the irreducible minimum.

If the Nation goes as Maine does, the *Back the Attack on Traffic Accidents* campaign will be a smashing success. For Brian M. Jewett, chairman of its Governor's Committee on Highway Safety, wasted no time in putting the Action Program to work, preceding and following the regional conferences of the President's Committee for Traffic Safety.

With a running start—every Maine county, city and town enlisted in the campaign for a balanced traffic control and accident prevention program—Governor Edmund S. Muskie was the first state executive to urge public support for the *Back the Attack* campaign. He had the horses—Chairman Jewett had enrolled more than 10,000 citizens in the Governor's Committee, included 91 members of the 154-man Legislature in its structure, to come up with "grass roots organization" such as the regional conferences were stressing.

In the front line of this battle against death on the highways with Chairman Jewett are Robert Marx, chief, and John deWinter, chief, Division of Traffic Safety, of the Maine State Police. They aided in lining up Maine's police chiefs, sheriffs and judges to meet with members of the Legislature in December when the campaign was launched.

TV shots and radio tapes were sent all Maine radio and TV stations featuring short statements by such officials and safety leaders and county safety chairmen boosting the *Back the Attack* campaign, stressing the hazards of local and interstate travel on the streets and highways.

Every Maine newspaper and other publication has joined in the fray. The outdoor advertising industry has lined up 60 boards for poster showings in the first quarter of the year with more to come.

State, county and local officials are distributing *Back the Attack* literature, getting the story of local action to the media. Assisted by representatives from labor, civic and fraternal groups, doctors, lawyers, truckers and bus operators, they are proving that public security is the greatest responsibility of any community, and that public participation brings Grade-A results.

Michigan, at the call of Governor Mennen Williams, has lined up official

Delaware Backs the Attack! J. J. Ashton, manager, Delaware Safety Council; Col. Harry S. Shew, State Police; Chief Arthur Wilson, Wilmington Police (Standing); Frank Horty, manager, Delaware Memorial Bridge; Capt. M. L. Kinney, New Castle Co. Police, and Cpl. J. J. Krzysiak, Bridge Police, plan phase of state wide balanced traffic safety program.

agencies to *Back the Attack*. With 150 key officials in the enforcement, engineering and educational fields leading the campaign, they hope to center local activity on putting the Action Program to work all the way down the line. The Michigan State University Highway Traffic Safety Center is lining up leadership in 30 counties to form local safety organizations, put the National Safety Council's Operation Safety themes to work, and develop top liaison for a uniform attack on accident causes.

Ohio has developed public support for traffic safety with county-wide safety organization. Governor C. William O'Neill, with a background of experience as Attorney General and a member of the Legislature, is familiar with the State's legislative and leadership needs, can count on an aggressive public support organization developed by the Ohio Department of Public Safety.

The Ohio safety team—representing statewide civic, trade, enforcement and judicial agencies—is backing a six-point legislative program to make the *Back the Attack on Traffic Accidents* campaign effective, expects the Ohio Legislature to come up with a code to effect driver improvement (a point system), motor vehicle inspection, improved driver training in high schools, licensing of adult driver training schools, an increase in the number of State Highway Patrolmen and Driver License Examiners.

Bill Crowell reports from Raleigh, N. C. that North Carolina has moved fast to put the Action Program to work in their *Back the Attack on Traffic Accidents* campaign. Governor Luther H. Hodges called on all state and local officials to lend full support to the program, and Edward Scheidt, commissioner of motor vehicles, has lined up 200 top local leaders in a speakers' bureau of the Governor's Traffic Safety to carry the message the length and breadth of the Tar Heel State. Meanwhile, 30 Highway Patrol sergeants, and 30 driver improvement representatives have spotted *Back the Attack* campaign material with every religious, educational, civic and industrial organization in their respective areas, and the North Carolina Motor Carriers Association has linked its support to the program.

Minnesota's 116 local safety councils have been contacted and sent advance material on the campaign. Local service clubs throughout the state are being urged by the Minnesota Safety Council field force and the local safety councils to make the *Back the Attack on Traffic Accidents* campaign their special emphasis program.

Governor Orville L. Freeman called on the official state agencies to lead the way in *Backing the Attack*, has the Highway Department and the State Highway Patrol distributing campaign material throughout Minnesota.

Wisconsin's Governor Vernon W. Thompson, long-time supporter of traffic safety programs, has put the State's safety team to work in coordinating support for the *Back the Attack* campaign. The year-long program fits right into the Wisconsin format, where major priority has been given the Annual Inventory of Traffic Safety Activities conducted by the National Safety Council, and analyses based on these reports have been the subject of study and remedial action at the grass roots.

The Wisconsin State Motor Vehicle Department has been the hard core of support for the *Back the Attack* campaign. Commissioner Melvin O. Larson, Dan F. Schultz, director of registration; Lawrence E. Beier, director of enforcement, and R. C. Salisbury, director of the Safety division form a team that has brought the Action Program into life locally. Driver control is the assignment of John W. Thompson, director, and it has been integrated into the *Back the Attack* assignment.

R. C. "Bert" Salisbury has distributed bumper strips, posters and leaflets to all Wisconsin communities, urging them to "enlist for the duration."

New Jersey held a Governor's Highway Safety Conference on the eve of the *Back the Attack on Traffic Accidents* campaign. Governor Robert B. Meyner urged New Jersey officials to develop broad and intensive public participation in and support for traffic safety activities. Religious and civic groups, communication media, business, industry and professional organizations of every kind in the state have met in conferences to establish a coordinated *Back the Attack* campaign —a continuing program of traffic safety cooperation—in which every citizen may share a personal responsibility.

Delaware's Governor J. Caleb Boggs, who knows the answers on the need for a balanced traffic control and accident prevention program, is in the thick of the *Back the Attack* program. The Delaware Safety Council is backing the program via distribution of material throughout the state and the linking of local and state efforts to slash traffic accidents and death.

And on the other side of the world, in the Territory of Guam, Acting Governor William T. Corbett proclaimed the month of December as the key month in a year-long effort to curb accidents. Said Governor Corbett: "I call upon citizens to support officials, take part in organized traffic safety efforts and conduct themselves in a

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cautious and safe manner, both driving and walking, in order to curb the shocking traffic toll . . ."

In California, the Eastbay area and the Greater Los Angeles area were first among metropolitan areas to launch the *Back the Attack* campaign. In a series of meetings, local council officials explained the program to their members, who—in turn—carried the message to other agencies. Press, radio and TV have been linked to promote public participation and support for the campaign.

Postmaster General Arthur E. Summerfield was one of the first to *Back the Attack*. In a special bulletin to all postal installations, Mr. Summerfield called on all postal officials and personnels to get into the campaign, reprinted President Eisenhower's letter as a reminder of the challenge, and told the National Safety Council:

"The Post Office Department has enlisted 65,000 vehicles and more than 90,000 drivers in the *Back the Attack on Traffic Accidents Campaign*. As operator of the world's largest and safest fleet, it is our duty as a major department of the government to cooperate to the fullest extent possible in local programs."

In addition to enrolling the world's largest fleet, the Post Office Department is calling on more than 37,000 postmasters and its other officials over the nation to take a leading role in the campaign.

As Acting Postmaster General Maurice H. Stans put it, in a statement implementing the Postmaster General's original bulletin, "In keeping with the findings of the President's Regional Conferences on Traffic Safety, 'that the responsibility for safety programs should be delegated back to the grass roots authorities, the drivers and pedestrians,' a 'back to the people' trend was started, and the year-round *Back the Attack on Traffic Accidents* campaign was born.

"Thus," he pointed out, "the Post Office Department will be in an advantageous position to assume a special role in this new campaign to halt the nation's appalling death toll, since it has in every city, town and hamlet of the nation, an official representative—the postmaster, as well as regional and district postal officials in many major cities.

"A number of specific steps have already been taken by the Post Office Department to help make the *Back the Attack* campaign more effective, including the following:

"1. The Post Office Department's half million employees have been given notice to extend full participation through publication of material in the Postal Bulletin.

"2. A letter will be issued to each of the more than 90,000 postal drivers, explaining *Back the Attack*, and outlining specific ways in which they can help.

"3. Postmasters, regional and district officials, as well as other postal personnel, have been advised to be ready to accept positions of leadership and to assist in every possible connection with the work of local traffic safety committees.

"4. Contests, awards and promotional program, furthering the Back-the-Attack idea, are being developed for and by postal personnel all over the nation."

"We feel," Mr. Stans commented, "that the new campaign presents the greatest opportunity for all citizens to participate in the most effective traffic safety drive in American history."

THE END

Uniform and All . . . He Dived In!

TO Joseph S. Wallace, of Palmyra, N. J., was presented the President's Medal of the National Safety Council, at year's end for an act of heroism that symbolizes in a sense the postal carriers of America.

As a mail carrier, Mr. Wallace gets around. One day in August, he dived into a pool—uniform and all—to rescue 2-year-old Robert Seither, Jr., who was drowning, applied artificial respiration until the arrival of a rescue squad. Only then did he realize the child was the grandson of the assistant postmaster.

When the lad was on his way to the hospital, Mr. Wallace went home, changed his clothes, delivered the rest of his mail.

Attending the ceremonies honoring Wallace at the Philadelphia Post Office were the youngster he rescued, his parents and grandparents, 40 postmasters, safety council, regional and local officials.

Donald A. Myers, regional director, Philadelphia Post Office, presented the award.

THE ARMED SERVICES

Safety Also Means Preserving Trained Manpower

BY AND LARGE, the Armed Services have put the *Back the Attack on Traffic Accidents* campaign to work since the day it was proclaimed by President Eisenhower.

The United States Air Force has as its basic policy, Regulation 32-7. This official document sets the policy and explains the procedure for developing and continuously applying a comprehensive private vehicle safety program within the Air Force.

Since private vehicle accidents cause more deaths to Air Force personnel than all other ground activities combined, and more injuries than any other single source, the USAF moved fast to incorporate the *Back the Attack on Traffic Accidents* campaign into its already well balanced traffic control and accident prevention program.

In early December, Texas state officials met with top Air Force officials in a traffic safety conference at the State capitol in Austin, reviewed traffic problems of Air Force installations in Texas and of communities in the state, outlined common objectives and developed methods of arriving at them.

In a three-day session, Acting Deputy Provost Marshal General of the Army, Col. Raymond R. Ramsey; Brig.-Gen. W. L. Fagg, the Provost Marshal, hq., USAF; Brig.-Gen. David Wade, chief of staff, Strategic Air Command, USAF, and Col. Will Tubbs (USAF Ret.), assistant for ground safety, USAF, worked with state officials, staff of cooperating national agencies, and "traffic teams" from every Air Force base in Texas to develop techniques to bring down the traffic toll among Air Force personnel.

Invited to the conference by Governor Allan Shivers were representatives of major and subordinate commands of the Air Force based in Texas. Colonel Homer Garrison, director, Department of Public Safety, served as conference chairman, with J. O. Musick, manager of the Texas Safety Association, serving as conference coordinator.

The United States Air Force traffic safety committee worked out the joint conference project with Texas state officials, came up with a 12-point program in the three-day conference that should develop better liaison with civil authorities, more effective control of drivers, and reduction in traffic accidents and their consequences—injuries and deaths.

The USAF traffic safety committee is headed by Colonel Tubbs, and includes the following USAF personnel: Major W. I. Bogue, representing the Provost Marshal; Lt. Col. R. R. Walker, representing Office of Information Services; Lt. Col. Wm. C. Craft, representing the Judge Advocate General; I. A. Gibson, representing the Director of Transportation, and C. L. Crosby, representing the Air Base Planning Division, Assistant Chief of Staff, Installations.

The Conference also recommended to Governor-Elect Price Daniel a move to up highway patrol and court system priorities to deal with the mounting traffic problem on Texas roads.

The 12-point program called for establishment of a central reporting system to which state and local officials can channel reports of off-base accidents involving USAF personnel; addition of "occupational status" information required on driver licensing certificates to help identify USAF personnel in civilian dress; designation of single USAF activity to be responsible for liaison with civil authorities; Texas Department of Public Safety to notify appropriate military authority of license suspensions and revocations with provision that military authority on such notification suspend military driving permits; USAF employ psychophysical tests to isolate airmen who need driver training and make results a matter of record; USAF encourage efforts to institute approved driver training courses in secondary schools and until such time as incoming airmen have received approved driver training courses from the civilian educational system, USAF provide a standardized driver training program; that the Texas Safety Association invite base commanders, the members of their staff having traffic responsibilities, to become affiliated with and join with the TSA in statewide promotion of traffic safety; that base-community councils be established at each major Air Force base (wing strength or greater) in conformity with AFM 190-4, giving appropriate emphasis to the traffic safety problem; and that responsibility for traffic engineering in the Air Force program be clearly defined and assigned to a specific Air

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Colonel Will Tubbs (USAF Ret.), Assistant for Ground Safety, USAF: "The Air Force is accident conscious and a good neighbor!"

Force activity, and within that activity to trained and experienced personnel at headquarters USAF and appropriate subordinate command levels; and for purposes of coordination with education and enforcement functions that traffic safety committees be established at Air Force bases, modeled after the Traffic Safety Committee at Headquarters USAF.

Nine national organizations furnished technical advisors to the conference. These included: The National Safety Council, the American Automobile Assn.; the International Association of Chiefs of Police; American Association of Motor Vehicle Administrators; Automotive Safety Foundation; Association of Casualty and Surety Companies; Institute of Traffic Engineers; Northwestern University Traffic Institute, and the U. S. Bureau of Public Roads.

Texas was picked by the United States Air Force for this pilot study of Air Force-State cooperation and coordinated effort because six major commands and 26 bases are represented in the state. Texas leads all states in Air Force traffic fatalities, and the state probably has the heaviest private vehicle mileage exposure. These reasons plus the fact that Texas administrative structure, top personnel and technical excellence of staff made it ideal for such a pilot study.

Off base personnel has been the concern of all major USAF commands. In Waco, Texas, the last Sunday of 1956 was proclaimed "Safety Sunday" by Mayor D. T. Hicks. Cooperation was requested of Col. R. L. Blaisdell, staff chaplain, FLYTAF (Flying Training, Air Force), which headquarters near Waco.

Colonel Blaisdell directed all chaplains under his supervision—23 major Air Force training installations in 14 states, from California to Florida—to base their December 30th sermons on traffic safety.

Ethan Allen Air Force base, near Winooski, Vermont, has gone in for training 'em young. Airmen have devised a miniature safety town to teach youngsters the rules for survival on street and highway. The addition of a movie and the antics of a clown by the Air Force's 14th Fighter Group have brought youngsters flocking to the base on Saturday afternoons, made the project so successful that similar ones are being planned for other air bases across the country.

And at Holloman Air Development Center, New Mexico, Dr. (Lt. Col.) John P. Stapp, chief of the Aero Medical Field Laboratory, and Lt. Sidney T. Lewis, of the Aero Med. Lab., played host to automotive safety experts to demonstrate effectiveness of seat belts in minimizing the seriousness of injury in accidents.

This continuing research in safety engineering is an integral part of USAF policy. To point up its importance in traffic safety, Dr. Stapp told the conference: "The number of military personnel killed each year in auto accidents is a needless waste of manpower to the defense efforts, since a large percentage could be saved if they were wearing seat belts."

At Fort Benning, Ga., the U. S. Army Infantry Center started the *Back the Attack* campaign off with a bang. Brig.-Gen. James V. Thompson, deputy U. S. Army Center commander, called the Fort Benning holiday safety record of one fatality—nine serious injuries a safety milestone. It had been predicted on the basis of previous experience that three would die and 25 be hospitalized in traffic accidents.

"This is a worthwhile achievement by every individual," General Thompson stated. He pointed out that the parents of every soldier under 25 who traveled home by private vehicle, received a letter from Maj.-Gen. Herbert B. Powell, Infantry Center commander, asking their cooperation in the safety campaign, in particular in seeing to it that their sons left home in ample time to reach Fort Benning without speeding and with a good night's sleep before the return journey. In addition, every man had a safety leaflet stapled to his pass or leave orders.

The outstanding improvement at Fort Benning was made by the Third Infantry Division, whose safety record was best percentagewise with only three injuries. Last year they suffered six fatalities, had 15 soldiers hospitalized during the same period.

Major units reporting one serious accident included the 29th Regimental Combat Team, the School Brigade, Special Troops Command, and the 151st Engineer Group.

Fifth Army headquarters in Chicago has begun a drive to orient all traffic control and accident prevention activities of the Command with the *Back the Attack on Traffic Accidents* program.

Measures taken at installations throughout the 13-state Army area insure that all personnel are fully oriented in safe-driving rules and have a sound safety education.

Command personnel throughout the Fifth Army is being reminded that the Department of the Army reports that 70 per cent of all military accidental deaths in the continental United States have been the result of privately owned automobile accidents, most of them off-post. The majority of these fatalities, according to the Army data, occurred between midnight and 8 a.m.

Fifth Army has instructed all installations in the area to supervise issuance of passes to prevent excessive speed on trips to and from home or destination, and to encourage daylight travel.

At Fort Rucker (Alabama), more *Back the Attack*—personnel leaving the post are given a talk on traffic hazards and a copy of "Words to the Wise," written by Mrs. Travis M. Goodson, clerk-stenographer in the Safety Division, which reads: "The Sages have said 'your fate is in your hands.' And this is especially true when your hands are holding the steering wheel of a vehicle. Only you can keep this car in the proper lane . . . stop it at all intersections . . . keep its speed within the safe and lawful limits—and insure that it and you are going to reach your destination in the same condition in which you are leaving now.

"Drive carefully! Have a pleasure trip—not a death trip!"

And the United States Armed Forces in Europe are getting in on the *Back the Attack on Traffic Accidents* campaign, too. Last year they produced a road show, "Highway Follies of 1956," which toured military bases. They are readying the 1957 version now. The show consists of a 40-minute stage production and a 10-minute film. By means of skits, it stresses the underlying causes of traffic crashes as attitudes, fatigue, preoccupation and intoxication.

The United States Marine Corps is very rough on traffic offenders as witness treatment of traffic violators by the Corps. Typical of this approach is the way the *Quantico Sentinel*, newspaper of the Marine Corps Schools at the Quantico base in Virginia, handles its citations section. It spares no one —not even officers or ladies, if they have been given a traffic citation by the Provost Marshal. THE END

What Are We Killing Ourselves For?

Sermon recently delivered by Rev. Clinton M. Ritchie, minister of the Glenview (Ill.) Community Church.

ON THE WAY up to College Camp at Lake Geneva with the college students for their yearly retreat, I found myself on Route 36 between Lake Geneva and Williams Bay, following two tractor trucks and one car in between them, making about 25 miles per hour.

I pulled out just enough to look and made a quick decision that it was impossible to pass here. And yet even in the moment that I pulled back into line, a car zoomed from behind me, obviously power-packed to the hilt, to make the run.

It didn't make it all the way; nor was there a headon collision as there would have been if the truck and car in front of me and myself had not braked hard to let them in.

A very near, very serious accident!

* * *

The usual thoughts that seem to be sparked in me when people are this foolish on the road arose and I felt them and thought them, and they hadn't even died down within me when again the whole column of cars and trucks braked. For what?

To let this same car turn off on a road to the right, less than half a mile from where he had, in a break-neck way, tried to pass as if life and death depended on it! In that moment the title of today's sermon came to me.

On the Road

On the road, what are we killing ourselves for? What real reason lay in this kind of crazy passing? Or was it just an exaggeration of the kind of compulsion that lies within all of us as we drive along the road?

As I finished the other few miles of the journey, I couldn't help but feel that I was caught up in it, too, remembering the 20-some round trips I have had to make to Lake Geneva for camp and retreats since I have been in Glenview, that not one of those have I ever been able to make in a relaxed, free and enjoyable sort of way.

I've had to push to get back to keep in time, to keep on schedule, to keep up with myself.

* * *

It was even more sharply defined for me on Sunday when I returned by Route 14, glad to miss the traffic snarl at Lake Geneva, and yet pushing because I really did have to get back—Vesper services and all.

I found myself irked with some of the Sunday drivers around the small towns who were going 20, 25, 30 miles an hour, with traffic coming the other way, and no passing possible.

All of a sudden I realized that, thank God, there are still some people in the world who still know how to use cars for enjoyment, even if I can't.

There is a kind of compulsiveness in our driving. You men who drive to the Loop and back every day know pretty clearly exactly how much time it takes. You live it and you push it, don't you? I do when I go to the Loop. I push it to get there, and I push it to get back. There's no relaxation in the driving.

In Our Recreation

But it is not only on the road that we are illustrating and demonstrating very clearly this same push and drive. I overheard while at Lake Geneva two men who just finished a golf game, in some words like these: "Only 9 holes today, and I'm tired. Remember the days when we used to do 27 and still go out in the evening?"

The other fellow seemed to reminisce and say, "Yes, that was really fun. Let's try it again sometime." Twenty-seven holes of golf in one day! In recreation, what are we killing ourselves for?

In Our Social Life

But this again is not the only spot. Not too long ago, in a conversation with a group of women in our church, one of them phrased her social problem in this way: "We have so much entertaining in my husband's business, I never really feel free to make new friends."

And others commented on the fact that they find themselves sort of burned out with social entertaining, with having to entertain people that they don't always feel close to and yet it's essential, it's important.

The men feel that this is a way they are expected to carry on, and the women are loyal enough to be a part of it.

And even if it isn't for business, what is it in our social life we are killing ourselves for? Just to be the best host

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Reprinted Courtesy of the *Chicago Daily News*

"What Are We Killing Ourselves For?"

and hostess around the neighborhood, or just to somehow have the gayest party, or to be known, or to enjoy ourselves? Which?

In Our Work

Time magazine carried a page not too long ago with this title: "How Executives Relax" and sub-title to that was "Slow Up or Blow Up," and right down through the whole page it detailed, point after point, the fact that this is becoming a national concern.

There is plenty of evidence that many men are working at a pace, under tensions which jeopardize the very core of the administrative staffs of big corporations. That unless they learn to slow up, they will blow up—some emotionally, some physically; some for good, some temporarily.

The ulcer rate is almost incredible, and not only among men but among women, too, now. The tension factor is almost unbelievable.

In work, in our workday, what are we killing ourselves for? Do we really have to work this hard in order to earn enough money to provide well, or are there other pushes involved in it?

In Our Causes

There is one other area that I know of. That has to do with social causes—the effort to help the people who really need help, a justifiable purpose. But I don't know how true it is around the rest of the country.

I have the feeling from time to time that even here we are compulsive about what we are doing.

One parent put it: "I've finally come to realize that, regardless of how worthy a cause is in itself, it is wrong for me to get so involved in it that I cause my children and husband to suffer."

We see it in the church where the same person is caught up in many causes, not just one but many, to the hurt of the children, to the hurt of themselves, to the hurt of those around them.

* * *

"What are we really killing ourselves for? What's the push? What's the drive?

What are we killing ourselves for, really? What lies behind it?

Six Reasons

I've talked with some lay people recently. They helped me spot at least six different reasons why this may be happening. I would like to touch on the first five briefly, and then hit the last one hard because that's where I find myself.

1. One man said, "It's possibly because we have dull jobs and we have to have something to make up for just plain old, dull, uninteresting work. Big money or position are the things that really make us feel it's worth it."

2. Another man said that he feels that the thing that has caught him in the past has been a kind of flight from reality. He said it was only as he really sat down and dealt with some of the things in himself which he wasn't happy about that he was ever able really to slow down. He was running away all of the time.

3. Power Drive—not the kind of power drive that is represented by our cars, but something down underneath that causes us to use our cars as we do, causes us to use ourselves and others as we do. We are driven to be on top, to be out front, not knowing why we have to be on top even if it is just the top of the death heap.

4. Compensation. Excuse me for putting it this bluntly, but I've got to put it as I feel it—either compensation for being inferior or compensation for feeling inferior, and they are quite different.

In athletics they classify us according to our ability, our score, and give us handicaps.

But in business, in social life, in relationships with people, we don't have the protection of this kind of classification according to ability or talent or development. So many of us can be outclassed, can actually be inferior by comparison with others.

Not that that is anything bad; this is just the way God has made us, or the way we are, having not developed our talents as far yet. And we have to work like dogs trying to keep up with somebody who's got so much more on the ball that we have.

The other side of it is feeling inferior when we really aren't.

5. Children. This is real for us, and I think it's sincere and yet it is a questionable excuse. We use the excuse of working hard and pushing ourselves in order to be sure to provide for all of our children's needs. Provide for their education, and as sincere and honest as this is, is it valid?

What are our children's needs? For a car before they go to college? Or for love and the presence of us in their lives before they go to college?

6. Self-love. The sixth is the one which seems to strike home, underlying all of these, because the matter of being pushed is merely a symptom of a deeper problem, like a headache is merely the symptom of something else that's not working right in our lives.

Self-love—loving either objects or self or needs or motives more than we love God.

Becoming indispensable in our work or in our relationships because there is a skill in us we can really be proud of and have a right to recognize, and yet it catches us up, and we can't take a vacation because we can't be away from the office without it falling apart.

I don't mean to hurt. I mean just to talk straight where I'm caught up, too.

* * *

There is something lacking in all of us that makes us vulnerable to this kind of drive and pressure—this kind of living beyond what life really can tolerate healthily.

THE END

Reprinted Courtesy of the *Chicago Daily News*

WHAT'S COOKIN' in the FIELD

- ACTIVITIES
- PROGRAMS
- EVENTS

BY FIELD SERVICE DEPARTMENT

FIVE St. Joseph high schools have established an inter-school traffic safety contest in which they will compete on a demerit basis.

The contest is part of a new traffic safety education program developed by the principals and student leaders of the schools, with the assistance of the St. Joseph Safety Council, the Automobile Club and the Police Department.

Becoming involved in an accident or conviction of a moving violation will cost students points which will be charged against their schools.

The school having the fewest demerits at the end of each month will be given a traveling plaque which it keeps for the next month. A permanent plaque is awarded at the end of the school year to the high school showing the best record.

The demerit schedule is 1,000 for a fatality, 100 for a personal injury, and 25 for a property damage accident. Violations cost from 300 for drunken driving to 15 demerits for passing a STOP sign. Assessment of points for speeding depends upon the number of miles by which the limit was exceeded.

Sieben to Minnesota Safety Post

Harry A. Sieben, who has served as State Liquor Control Commissioner for the past two years, has been named Director of Highway Safety by Highway Commissioner M. J. Hoffman. His appointment fills the vacancy which has existed since October 15, 1956, when Earl M. Larimer, former director, resigned.

The new director, who held a number of business and governmental service positions in the Twin City area prior to his appointment by Governor Freeman as Liquor Control Commissioner, rated the highest in a recently-conducted examination for the position to which he has been appointed.

A graduate of the University of Minnesota, Mr. Sieben is a veteran of World War II, and was state director of the Office of Price Stabilization from 1951 to 1953. He is a native of Hastings, where he presently resides with his family. He and Mrs. Sieben have four children.

In his position as Liquor Control Commissioner, he has worked closely with local peace officers and county sheriffs and has developed a wide acquaintance throughout the state.

Dandelake Heads Jacksonville Council

James Dandelake, president of the Miller Electric Company, recently was re-elected president of the Jacksonville-Duval County, Fla., Safety Council at its annual meeting.

Frank Enos Retires

ONE of the last acts of Frank Enos of the Sacramento Safety Council, who retired January 1, was the presentation of fleet awards. Here he is at right with another distinguished Californian, Chief Justice Earl Warren of the United States Supreme Court, as they honor winners at Sacramento. Mr. Enos is succeeded by Mrs. Gladys Tolbert, who has been named acting executive manager of the Sacramento Council.

Dr. William Wood, Optometrist, was elected vice president of the Traffic Division.

Detroit Moves Damaged Cars

The Detroit Police Department has adopted the new policy of having drivers of cars damaged in accidents pull out of the way, if possible, to avoid congestion. Previously it was the rule that the vehicle would remain at the accident spot until police investigators arrived.

More Washington State Safety Councils

Two local safety councils recently organized at Renton and Payallup, Washington, makes a total of four new ones established in the state during 1956.

Frank Enos Retires

Frank Enos, executive manager of the Sacramento Safety Council, retired from active direction of that organization January 1. His only announced plans were to "quietly steal away."

Mrs. Gladys Tolbert, who has assisted Mr. Enos for a number of years in the Council's program activities, has been named acting executive manager.

FLEET NEWS

WIVES of professional drivers are intelligently aware of the part they play in the safety records of their husbands. This can be concluded from the results obtained in a unique contest conducted by the Maxwell House Division of General Foods Corporation among the wives of their field sales personnel.

Wives were asked to tell in 25 words or more how they contributed to the safe driving of their husbands. Here are some of the replies:

"One of the last things I tell my husband, as he leaves for work in the morning, is 'please be careful and don't drive too fast. We would rather you were late in coming home than to have an accident.' "

"These are my contributions—First, the alarm must ring early enough to allow hubby time to have a nourishing breakfast and still arrive at his first call without driving at excessive speed. Equally important, my husband must leave home in a pleasant frame of mind so that he shall have every reason to drive carefully and look forward to returning safely to his home and family."

"Our next-door neighbors were a young couple like ourselves with two children and were enjoying their new home as we were. He was a salesman who was in a hurry to get to the next city on a morning in May last year. The result was a collision and his death. A widow and her children are constant reminders to us to stay within the speed limit."

"I've made it a part of my entire philosophy of things never to allow my salesman to leave the house in the morning in the midst of some stupid quarrel or unsettled situation that will plague him as he drives. That's the day that he's apt to miss that four-way stop sign, or not see the kid on the bike. By endeavoring to keep our home life harmonious, I'm making sure he leaves the house each day with a smile—and with a clear head that's not prone to 'wool gathering.' "

"One of the most frequent causes of accidents is lack of sleep. I arrange our social engagements wherever possible for the weekends so that weeknights my husband gets a good night's rest and is alert to drive the next day."

"I keep my husband chained to safe driving habits by reminding him to be on the alert around our home for children with wagons or bicycles who happen to be playing on the driveway when he is backing away from our garage. By starting safety in driving when leaving our home, I hope he habitually observes all pedestrians during the day."

"Chain him by reading aloud about the latest accident. Discuss in detail time, place and how it happened. The 'how' is of great importance since it indelibly imprints a picture on our mind. Under like circumstances we may well be able to prevent an accident."

Honor Columbus Driver

Safest bus driver in the city of Columbus, Ohio is Homer Roebuck, said the Columbus *Evening Dispatch*, in an editorial December 27, 1956:

"We congratulate Homer Roebuck, the Columbus Transit Company's 'safest driver' on the completion of his 27th year of accident-free driving. He is being honored Thursday night at a dinner for all the company's accident-free drivers.

"In the course of his employment, Mr. Roebuck drives every day from one year's end to the next, through the thick and thin of Columbus traffic and in all kinds of weather. His record is about the best proof we know of that a vehicle can be driven without misadventure if the driver cares enough about his and other's safety.

"Mr. Roebuck has been steering trolley buses (and before that street cars) around Columbus ever since 1914. He had his last mishap way back in 1929. Nobody knows how many miles he's covered since, with no avoidable accidents, but the total is enough to make the average private motorist think a bit about his own driving habits.

"Alertness, caution and consideration for others using the streets make up the Roebuck formula for safety. All of us who drive automobiles could give heed to them with profit."

Front Line Fleet

MANY motor transportation firms are backing the attack on traffic accidents during 1957. Like many other transit companies, the Columbus Transit Company of Columbus, Ohio makes good use of the Day Glo bumper strips available from the National Safety Council. Show affixing the first bumper strip to CTC vehicles is E. A. Thiel, CTC director of Accident Prevention (right) and Paul Farley, bus repair chief.

SoCal "Pros"

J. L. Hughes, director of safety for Southern California Freight lines, reports that 263 of his company drivers, 70 per cent of those eligible, earned National Safety Council Safe Driver Awards during 1956. The company is giving award dinners in San Diego, Los Angeles, and San Francisco to honor those who have earned *"the highest award for professional, safe driving performance"*.

Hughes reports that these men accumulated a total of 828 years of driving in California traffic without an accident. Two hundred and two of the drivers have perfect records ranging from one to four years. Eighteen drivers have been successful for five years; 13 for six years; 14 for seven years; four for eight years; three for nine years; two for ten years; two for 11 years, and one for 19 years. These 61 men account for 444 years of accident-free driving.

Most of these drivers are members of Safe Drivers of America, an organization of NSC Safe Driver Award winners who have pledged themselves to assist in collision prevention by: (1) continuing to set a good example, (2) discouraging unsafe acts by other drivers, (3) cooperating fully with authorities in all efforts to reduce traffic accidents.

Deer Ends Record

An over-the-road driver for Eastern Express, Inc. was cautiously cruising along U. S. Route 22 near Indian Gap, Pennsylvania at about 4 a.m. when five deer darted in front of his unit. Quickly the driver moved his tractor-trailer to the shoulder of the road, missing four of the deer but smashing into the last one which had suddenly stopped. Fortunately the driver escaped injury, the freight was unharmed, and the tractor was only "bruised" slightly. The deer, however, was killed.

The accident brought to an end a record of 2,029,072 consecutive miles of driving without an accident for the 421 over-the-road drivers of Eastern Express, Inc.

Under the rules of the National Fleet Safety Contest, accidents involving domestic animals are reportable if the animal is larger than a cat. Accidents involving wild animals are not reportable unless someone was injured or some damage was caused to the vehicle or to some other vehicle or object other than the wild animal.

Safe Driver Award Record

Total Safe Driver Awards issued by the National Safety Council to professional drivers of the United States and Canada during 1956 was 116,742. This was the largest number of awards issued in any one year and was 18,000 more than the number issued in 1955. Total number of awards issued since the award plan was established January 1, 1930 is 877,873.

Texas Patrol Reports Fleet Progress

New drivers in the fleet of the Texas Highway Patrol are showing the older, more experienced patrolmen how to handle their Patrol Units safely.

According to an accident analysis for the fiscal year 1955-56 prepared by Sgt. P. A. Zeissel, fleet coordinator for the Texas Patrol, patrolmen between the ages of 21 and 26, and with five years or less of service in the Patrol, chalked up the lowest accident frequency rate. Statistics show that these patrolmen comprise 59.4 per cent of the patrol force, and that they were involved in only 37.9 per cent of the accidents.

This record is not restricted to the last fiscal year, but has held true during the last three years.

The Texas Highway Patrol experienced fewer accidents during the last year in comparison with the preceeding year with a 12 per cent reduction. This

To Page 36

Parents ~~WANT~~, *demand* a WELL EQUIPPED Safety Patrol . . .

That's where we can help . . .

Graubard's Equipment is nationally known as the school safety patrol equipment "That Promotes Safety." It does this by fulfilling both of the conditions essential to a really effective Safety Patrol.

First, it gives each patrol member a definite sense of responsibility and a pride in doing his job well.

Second, being "Standard Equipment" it is recognized by school children and motorists alike, assuring their respect and cooperation.

Take the time to check your safety patrol today! Look over the many "standard" Safety Patrol Equipment items listed below and be sure your patrol members are properly uniformed and ready to perform the vital task of protecting your children, in all kinds of weather! . . .

Belts	Emblems	Merit Awards	School Warning Signs
Caps, Helmets	Raincoats	Boots & Overshoes	
Badges	Capes	Corporal Digbys	Traffic Control Signs
Arm Brassards	Caution Flags	Trafficones	

GRAUBARD'S 266 Mulberry St. Newark 5, N. J.
"America's Largest Safety Patrol Outfitters"

New Products

NEW products listed on these pages have been carefully selected. They are new and useful in the business of traffic control and accident prevention. If you desire more information, fill out and mail the coupon below.

Flexible Plastic Traffic Marking

A system of flexible plastic traffic marking with slabs, strips and letters that come in bright reflective colors are uniquely designed for quick and easy placement on street surfaces or factory floors. Called Nefmats the letters are made of tough, flexible plastics that have been traffic-tested. Traffic messages and arrows are easily formed on the street. For fast, installation, letter and mat are factory assembled in a single flat sheet and their backs pre-coated with Nefglu water-proof adhesive. Thus, one-piece Nefmats are quickly rolled into place on any clean surface that has been prepared with an activiating coat of tight-bonding Nefglu. J. W. Neff Laboratories, Inc. (Item 1)

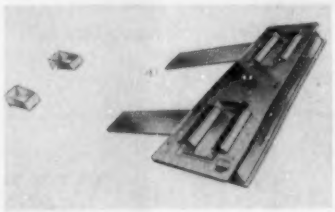
Portable Emergency Light

For the first time, un-marked police cars and the family autos of deputies, volunteer firemen or other officials can be turned into official emergency vehicles within a matter of seconds by placing a new emergency

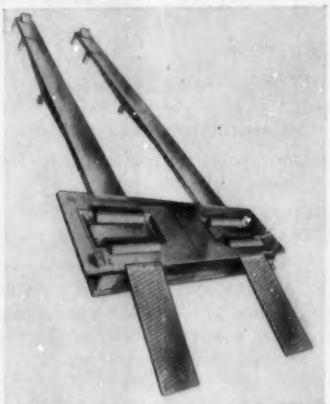
warning light on the roof. The new Fireball attaches to any metal surface by three powerful Alnico magnets. The Fireball, in 6 or 12 volt models, has a 12-foot cord which plugs into the cigarette lighter. When not in use, the 14-ounce warning signal can be stored easily in an auto glove compartment. Available with a red, clear, purple, blue, green or amber lens. Federal Sign and Signal Corp. (Item 2)

Autorol Models

The addition of two new Autorol Models to the Bear Manufacturing Company's line have been announced by Victor B. Day, firm president. The recessed model, No. 1100, is designed for permanent installation and is set in concrete. A drive-on cover plate flush with the floor so it will not interfere with ordinary shop traffic, and the unit may be installed for either forward or backward access on to the rollers.



The new surface model, 1110, was designed for a semi-permanent type installation in limited space. Equipped with two sturdy wheel well stands to support the front of the vehicle, it may be relocated in the shop from time to time with com-



parative ease. Another new surface model, No. 1120, is complete with drive-on ramps, removable runways for easy access under the vehicle, and front, end stand. This rack unit stands only 11 inches off the floor. The Bear Autorols, through the use of four traction rolls, with rolling resistance wedging action built in, brings effective road conditions right in the shop and permits garage men to duplicate road speeds of the vehicle, eliminating the necessity of time and labor wasting road testing. Bear Manufacturing Co. (Item 3)

Reflector Cone

The efficiency of trafficones has been doubled with the introduction of the new Reflector Cone Caps. Designed for use on

all trafficones, regardless of size, the Caps nest perfectly, thus requiring very little storage space. The brilliant glow of Reflector Cone Caps offers that much needed additional protection for workmen and equipment during the dangerous dark hours. The Caps are constructed of white or red Scotchlite permanently bonded to heavy gauge aluminum. They are 3" in depth (covering the normal red top of the Trafficone). There is no maintenance or upkeep costs. A & B Reflectorizing Co. (Item 4)

All-Wheel-Drive Fire-Fighting Truck

This all-wheel-drive fire-fighting truck is said to be the first to be equipped with a European-type aerial ladder and marketed in the United States. The FWD fire truck with chassis-mounted aerial ladder is less than 30 feet long and is very maneuverable. The all-steel ladder has hydraulic drive and controls. Model FG-85 has an open-type, three-man cab and full compartment-type body which provides ample space for equipment and 130 feet of ground ladders. The unit is available with pump and hose for water-tower adoption. The engine has 240 horsepower and the trunk has five forward speeds and one reverse speed. The current model is equipped with an 85-aerial ladder but models can also be furnished with 65-, 75- or 107-foot or longer aerial ladders. The speed and movements of the ladder are regulated by handily-grouped operating levers. The fully-automatic ladder can be rotated in its complete turntable circle and has controls and indicators which provide pre-selection within safe limits of the desired ladder positions. The ladder system provides safety precautions. The actual ladder load is shown on a special indicator and dangerous overloading fully stops the driving mechanism. Striking a ladder against a building stops the moving ladder without damage. Special control valves preventing

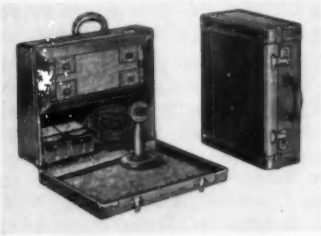
capsizing the extended ladder through a simple locking setup based on the patented pre-selection principle. Four Wheel Drive Auto Co. (Item 5)

Safety Mirrors

Dual-Field Safety Mirrors have been designed so that they will give you ample side and rear vision enabling you to eliminate one of the hazards causing these accidents—the passing car "blind spot." With ordinary outside mirrors, a car passing you disappears in the "blind spot" and stays invisible from 4-9 seconds (average 5 seconds). If you turn out during this "5 Second Blackout," a crash is almost inevitable! According to manufacturer, with the Dual-Safety Mirror, the passing car does not disappear—the image merely moves into the "safety field" (the small side mirror). Thus, you see the car all the time until it is safely past. Safety Manufacturing Co. (Item 6)

Portable Public Address System

A transistorized, completely portable public-address system that requires no external



power source and weighs only 18 pounds. It is called the "Redcap." Its components are a high-fidelity transistor amplifier, a heavy-duty eight-inch speaker, microphone and controls, and two flashlight batteries. The unit draws all its power from the two batteries, which are easily replaceable. For use either inside or out-of-doors, the new portable public-address system delivers sufficient volume to be heard clearly over an area of more than 6,000 square feet without auxiliary speakers. Self-contained microphones may be either stand-mounted or hand-held. Antrex, Corp. (Item 7)

Microfilm Camera

A new compact, duplex microfilm camera that photographs both sides of a document simultaneously at any of three reduction ratios is known as the Film-a-Record "Model 11." The unit has a 12-inch throat, and doubles 16mm. film capacity by filming up one side and down the other using the 8mm. principle. Readily interchangeable lenses are available for 25 to 1, 35 to 1, and 42 to 1 reduction ratios. At the 42 to 1 ratio, the Model 11 films a greater number of documents per roll of film than any

other microfilm now available according to manufacturer. Full operating controls, warning buzzer and indicator lights assure simple, error-free microfilming with no special operator training needed. Light intensity is adjustable via a single Colorstat control for proper recording of various types and colors of documents. Film capacity is 250 feet of 16mm. film, which can be loaded in daylight. Automatic feeding equipment and document stacker is available for use with the Model 11. Remington Rand (Item 8)

Safety Markers for Trucks

Ready-to-use safety identifications designed to give complete uniformity to fleets, reduce lay-up time and save the expense of hand lettering, are now available. Two Scotchlike reflective, self-sticking permanent markers and a temporary paper label are printed and stocked by the firm, in addition to a complete line of Scotchlite numerals in three standard sizes.

Standard Scotchlite Tail Gate Barricades offer a low-cost way to prevent dangerous rear-end collisions. These vivid, all weather visibility, reflective sheets have alternating silver and transparent red stripes on Scotchlite sheeting 8″ high by 36″ wide. The entire barricade is reflective, giving day and night safety. A Scotchlite flammable marker for tank trucks and trailers has a transparent red background and silver letters, overall reflective also. Also available is a temporary marker for special hauling of explosives, etc. The word Dangerous is printed in black letters on heavy white pressure-sensitive stock. The Scotchlite markers are simple to apply. Just peel off the backing and press against a clean surface. Once on, the safety identification looks and feels like baked enamel and is easy to keep up. According to manufacturer the markers will not wash off, peel or crack. Ace-Hi Displays, Inc. (Item 9)

Highway Distress Signal

The new Road-Wag Highway Distress Signal designed for use by trucks, commercial vehicles, construction utility crews and police or fire departments, offers greater highway safety for distress vehicles. The Road-Wag's eye-catching swinging reflector

gives the same on and off effect, at night time, as a railroad traffic signal and reduces the incident of auto-truck accidents. The swinging reflector is operated by a magnetic motor with only one movable part and is powered by 1½ volt flashlight battery which lasts up to 96 hours. Unit is constructed of rigid steel with a folding metal base and measures 12″x5″x2″. Da-Nite Safety Industries (Item 10)

News Item

Mr. Charles F. Hodgson, vice president in charge of sales of Weaver Manufacturing Company, Springfield, Illinois retired from the company, January 1, 1957. Starting with the company in 1912 as secretary and sales manager, which position he held until January, 1949, when he was made vice president in charge of sales, Mr. Hodgson has had an important part in the company's growth—one of the largest manufacturers of automotive service and motor vehicle inspection equipment. As the head of the Weaver sales organization, Mr. Hodgson is very well known to many automotive jobber organizations across the country. He has also been active in many automotive service industry organizations. Mr. Earl C. Henning, jobbing sales manager and Mr. Ruel Logan, general sales supervisor will continue in their present capacities.

PUBLIC SAFETY MARCH, 1957

425 N. Michigan Ave., Chicago 11, Ill. 1 2 3 4 5 6 7 8 9 10

Please have complete information sent to me on items circled:

NAME_____ TITLE_____

COMPANY_____

ADDRESS_____

CITY_____ STATE_____

Coming Events in the Field of Safety

Feb. 26-28, Urbana, Ill.

Forty-third Annual Illinois Highway Engineering Conference (University of Illinois). John W. Hutchinson, assistant director, 303 Civil Engineering Hall, Urbana, Ill.

Feb. 28-Mar. 1, Urbana, Ill.

Ninth Annual Illinois Traffic Engineering Conference (University of Illinois). John E. Baerwald, director, 401 Civil Engineering Hall, Urbana, Ill.

Mar. 3-5, Richmond, Va.

Southern Safety Congress & Exposition (John Marshall Hotel). Contact W. L. Groth, executive director, P.O. Box 8927, Richmond 25, Va.

Mar. 13-14, Philadelphia

Twenty-third Annual Regional Safety and Fire Conference & Exhibit (Bellevue-Stratford Hotel). Contact Harry H. Verdier, managing director, Greater Philadelphia Safety Council, Chamber of Commerce Bldg., 121 South Broad St., Philadelphia 7, Pa.

Mar. 18-19, Boston

Thirty-sixth Annual Massachusetts Safety Conference (Hotel Statler). Bert R. Harmon, director of activities and information, Massachusetts Safety Council, 31 State St., Boston 9.

Mar. 18-20, Los Angeles

Fourth Annual Safety Congress and Exhibit (Ambassador Hotel). Sponsored by the Greater Los Angeles Chapter, NSC. Contact Joseph M. Kaplan, manager, 3388 West Eighth St., Los Angeles 5, Calif.

Mar. 18-22, New York

Twenty-seventh Annual Greater New York Safety Convention and Exposition (Hotel Statler). Paul F. Stricker, executive vice-president, Greater New York Safety Council, 60 E. 42nd St., New York 17.

Mar. 19-20, Fort Wayne, Ind.

Northeastern Indiana Safety Conference and Exposition. Contact Ivan A. Martin, manager, Safety Council, Chamber of Commerce of Fort Wayne, Ind.

Mar. 25-27, Houston, Texas

Nineteenth Annual Texas Safety Conference and Governor's Highway Safety Conference. Contact J. O. Musick, general manager, Texas Safety Association, 330 Littlefield Bldg., Austin, Texas.

Apr. 3-4, Indianapolis, Ind.

Tenth Central Indiana Safety Conference & Exhibit (Claypool Hotel). Contact Jack E. Gunnell, director, Indianapolis Safety Council, Indianapolis Chamber of Commerce, 320 N. Meridian St., Indianapolis 11, Ind.

Apr. 3-5, Gainesville, Fla.

Fourth Annual Conference on Accident Prevention (University of Florida). Donald B. Wilcox, conference coordinator, College of Engineering, University of Florida, Gainesville, Fla.

Apr. 8-9, Stockton, Calif.

First Annual Central California Safety Conference & Exhibit. Raymond A. Norwood, executive secretary, San Joaquin County Safety Council, Stockton 2, Calif.

Apr. 9-11, Columbus, Ohio

Twenty-seventh All Ohio Safety Congress and Exhibit (Deshler Hilton Hotel). Contact A. W. Moon, congress manager, The Industrial Commission of Ohio, Room 611, Ohio Department Bldg., Columbus 15, Ohio.

Apr. 11-12, Kansas City, Mo.

Central States Safety Congress (Hotel President). G. M. Burns, director, Kansas City Safety Council, 409 Dwight Bldg., Kansas City 5, Mo.

April 29-30, Syracuse, N. Y.

Fifth Biennial Central New York Safety Conference & Exposition (Hotel Syracuse). Newell C. Townsend, administrative secretary, 351 South Warren St., Syracuse 2, N. Y.

May 6-8, Allentown, Bethlehem, Easton, Pa.

Thirtieth Annual Eastern Pennsylvania Safety Conference. Harold A. Seward, secretary-treasurer, Lehigh Valley Safety Council, 602 Third St., Bethlehem, Pa.

May 8-9, Niagara Falls, N. Y.

Seventeenth Western New York Safety Conference in cooperation with the American Society of Safety Engineers (Niagara Hotel). Patsy E. Gismondi, executive secretary, 1436 Delaware Avenue, Buffalo 9, N. Y.

May 9-10, Baltimore, Md.

Annual Governor's Safety-Health Conference and Exhibit (Lord Baltimore Hotel). Joseph A. Haller, executive chairman, Safety Conference Department of Labor and Industry, State of Maryland, 12 E. Mulberry St., Baltimore 2.

May 9-11, Winston-Salem, N. C.

Twenty-seventh Annual North Carolina Statewide Industrial Safety Conference (Robert E. Lee Hotel). H. S. Baucom, director of safety, North Carolina Industrial Comm., Raleigh, N. C.

May 15-16, Oklahoma City

Ninth Annual Oklahoma Safety Conference (Skirvin Hotel). Write Bob Eastman, manager, Oklahoma Safety Council, 1600 NW 23rd Street, Oklahoma City, Okla.

June 4-5, New Haven, Conn.

Twelfth Annual Conference of the Connecticut Safety Society (Jewish Center Bldg., Dennis J. Hickey, manager, Waterbury Manufacturing Co., Waterbury, Conn.

Sept. 17-19, Cleveland

Nineteenth Annual Ohio State Safety Conference (Hotel Carter). H. G. J. Hays, secretary-treasurer, Ohio State Safety Conference, Suite 514, 2073 E. Ninth St., Cleveland 15, Ohio.

Sept. 23-26, Montreal, Canada

Annual Meeting of the American Transit Association (Sheraton-Mt. Royal Hotel). Arthur W. Baker, general secretary, 292 Madison Ave., New York 17, N. Y.

Sept. 28-Oct. 3, Honolulu, Hawaii

Sixty-fourth Annual Conference International Association of Chiefs of Police (Royal Hawaiian Hotel). Leroy E. Wike, Mills Bldg., Pennsylvania Ave., at 17th St., Washington 6, D. C.

October 21-25, Chicago

Forty-fifth National Safety Congress & Exposition (Conrad Hilton Hotel). Contact R. L. Forney, secretary, National Safety Council, 425 N. Michigan Ave., Chicago 11.

New Highway Standards Pushed by McMonagle

The nation's traffic engineers are being urged to support a drive for new highway standards geared for future transportation requirements.

This objective, one of five basic highway needs, was pointed up by J. Carl McMonagle, president of the Institute of Traffic Engineers, and assistant director for field services, Highway Traffic Safety Center, Michigan State University, East Lansing, Mich. The Institute of Traffic Engineers is the national professional society for traffic engineers with 1,000 members throughout the country.

Each ITE member will be urged to see that highway needs are realistically appraised and that adequate standards are established to assure convenient, economical and safe highway facilities for every user.

Changes are needed in our highway outlook if the American motoring public is to be supplied with the highways our drivers and modern economy demand. In addition to new standards, McMonagle emphasized a need for:

1. A change in our concept of driver needs, desires and abilities.
2. A new appraisal of state and national highway needs.
3. A more realistic basis of financial support for highway needs.
4. A streamlining of management responsible for our highway and transportation systems.

McMonagle said, "The recently enacted Federal Aid Highway Act has aroused a feeling that the total solution to our highway problem has been found. Complacency will not cause our present basic problems to vanish. This act of Congress will not legislate them out of existence."

He urged traffic engineers to back changes in the areas he outlined.

OPERATION Safety

SAFETY POSTERS

A NEW force of great vigor and influence has joined in the *Back the Attack on Traffic Accidents* campaign this spring. Shocked by the mounting traffic toll and the glaring lack of driver morality on the highways, clergymen of all faiths are raising their voices in an appeal to motorists to "Live by the Golden Rule in Traffic."

The Spring Operation Safety kit provides materials and aids for emphasis on the individual's moral responsibility for traffic safety. Throughout its three monthly themes—check up on your driving (Defensive Driving), check up on your knowledge and obediance to traffic laws (Know and Obey Traffic Laws), and check up on your vehicle (Vehicle Safety-Check), program materials lay stress on ethical driving behavior.

In each month's packet, several items—news releases, radio scripts, a speech outline — are devoted to the theme of moral responsibility. The quarterly planning guide deals entirely with moral responsibility as a community campaign. Here are contained many useful suggestions on setting up your program and working with religious, educational, civic and official leaders in carrying out the program. In addition a special leaflet in the *Back the Attack* series on this theme is sampled in the kit.

Regular monthly materials on the theme "Know and Obey Traffic Laws" include sample newspaper and radio publicity material, various program aids, a speech outline and descriptive literature on posters, leaflets, mats and film trailers.

The featured poster of the month makes this appeal to drivers—"Make Driving Pleasant, Follow the Rules." It is available in the "C" size (25" X 38") and the "A" size 8½" X 11½"). An additional leaflet "Alert Today—Alive Tomorrow" is available for use in the April program. A sample is included in the kit.

For further information on Operation Safety programs, write to National Safety Council, 425 N. Michigan Ave., Chicago 11, Ill.

Back the Attack on TRAFFIC ACCIDENTS

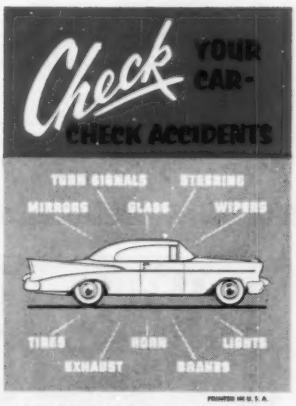
TO MOTORISTS

TO PEDESTRIANS

FOR MAY SHOWING

IMPRINT DEADLINE MARCH 15th

T-1010-C 25x38
T-1011-A 8½x11½

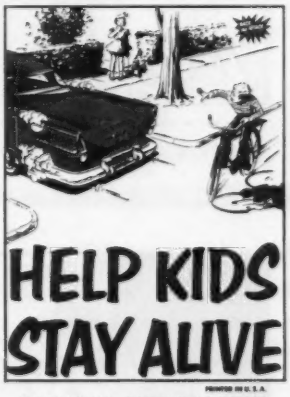


T-1012-B 17x23

ADVANCE SHOWING FOR JUNE POSTING

IMPRINT DEADLINE APRIL 15th

T-1031-C 25x38
T-1032-A 8½x11½



T-1033-B 17x23

PRICES FOR ABOVE POSTERS

Traffic Posters—T-prefix to number	1-5	10-99	100-999	1000-4999*
A Size	$0.15	$0.092	$0.063	$0.052
B Size	.25	.18	.15	.12
C Size	.35	.27	.22	.20

YOUR CREDIT LINE can be imprinted (at the time of the press run) on B and C posters only. A minimum of 45 days prior to the first day of the month of posting is required on all orders for imprinting.

*Write for prices on quantities of 5,000 or more or for special rates on annual poster orders.

SAFETY POSTERS

POSTER PRICES

Posters illustrated on these pages are included in the automatic Motor Transportation poster services. Automatic poster sets are available on yearly subscription that provides (4) subjects per month viz. (2) "A" size (8½"x11½") and (2) "B" size (17"x23"). Automatic service is provided in the following categories:

City Truck	City Bus	Annual price 1-4 sets, $8.85 per set;
Intercity Truck	Intercity Bus	5-49 sets, $7.45 per set; 50 or more
Sales Truck	Taxicab	sets, $5.95 per set.
Truck Terminal	Bus Terminal	

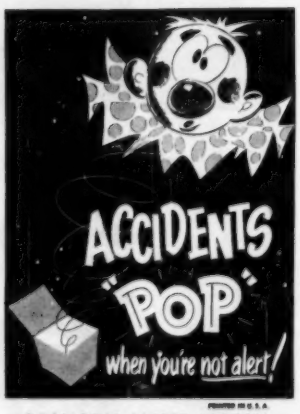
Posters are available for individual selection at the following prices:

	1-9	10-99	100-999	1000-4999*
A size, any selection	.15	.092	.063	.052
B size, any selection	.30	.22	.185	.15

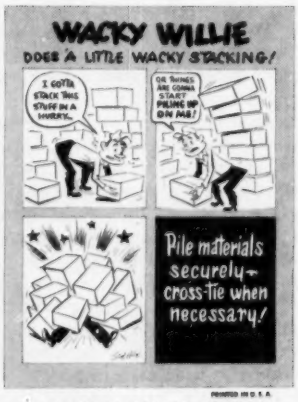
All prices shown are subject to a 10% discount to National Safety Council Members.
*Write for prices on quantities of 5,000 or more.

V-9983-A 8½x11½

0831-B 17x23



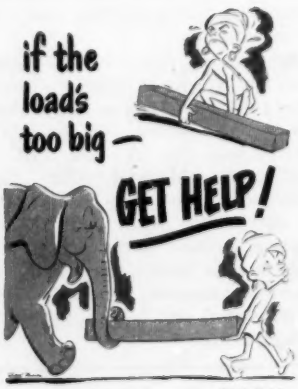
0742-A 8½x11½


WACKY WILLIE
DOES A LITTLE WACKY STACKING!
I GOTTA STACK THIS STUFF IN A HURRY.
OH THINGS ARE GONNA START FALLING OFF ON ME!
Pile materials securely—cross-tie when necessary!
©NATIONAL SAFETY COUNCIL

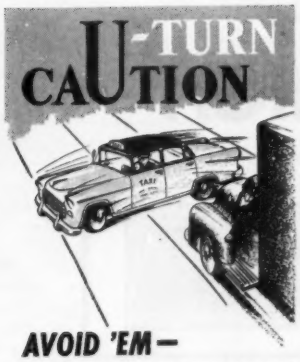
0995-B 17x23

8872-A 8½x11½

9567-B 17x23

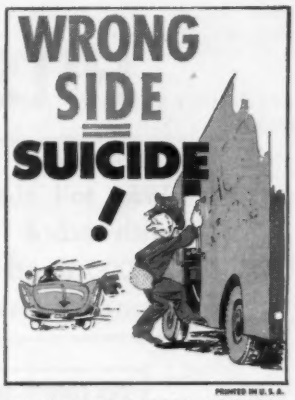


0353-A 8½x11½



V-1008-A 8½x11½

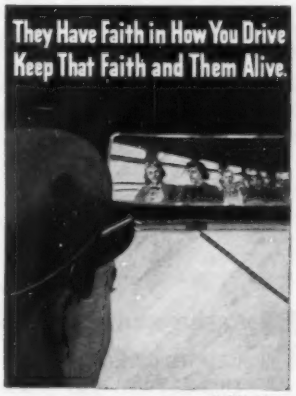
V-1006-A 8½x11½



V-1009-A 8½x11½

V-8653-A 8½x11½

V-9336-A 8½x11½



V-9007-A 8½x11½

V-7961-B 17x23

V-8179-B 17x23

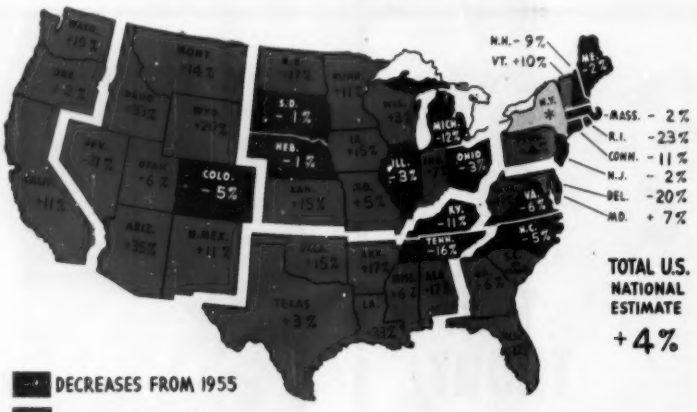
it's Spring again
Youth will have its fling again.
Kids appear most anywhere
So, won't you use that brake once?
NATIONAL SAFETY COUNCIL

V-9881-B 17x23

TRAFFIC TOLL HITS ALL-TIME HIGH

1956 toll virtually a dead heat with record 1941 high. Estimate 40,000 dead; 1,400,000 injured; economic loss of $4,750,000,000.

CHANGES IN MOTOR-VEHICLE DEATHS 1955 TO 1956



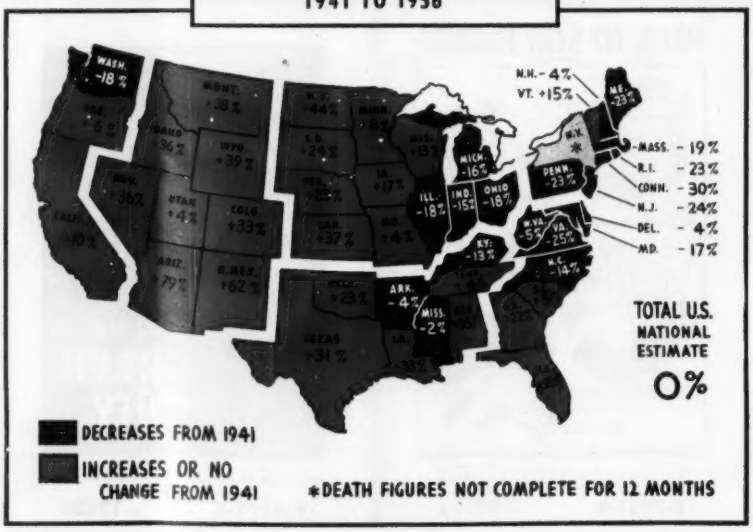
● These estimates are subject to revision as later figures on delayed deaths become available. NSC estimates have never been more than 1 per cent at variance with final figures.

● The value of property destroyed and damaged by 1956 traffic accidents was valued at $1,850,000,000. All costs, including wage loss, medical expenses, overhead costs of insurance and motor vehicle property damage were $4,750,000,000.

● Had the 1941 mileage death rate of 12.0 per 100 million vehicle miles obtained in 1956, the toll would have been 75,600 dead—2,500,000 injured!

● Travel was up 5 per cent over 1955, 88 per cent above 1941. On the basis of preliminary data, the 1956 date rate is estimated at 6.4, no change from 1955. The 1954 rate of 6.3 is the lowest on record.

CHANGES IN MOTOR-VEHICLE DEATHS 1941 TO 1956



MOTOR VEHICLE DEATHS AND DEATH RATES

1954, 1955 and 1956

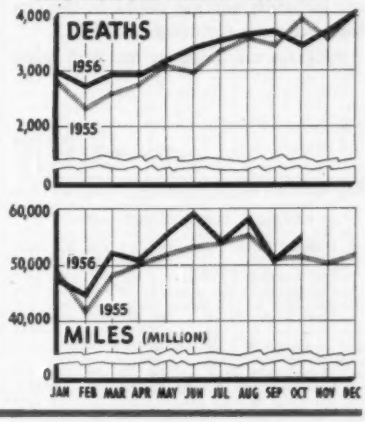
Month	1954	1955	1956	1954-56 Change	1955-56 Change
January	2,816	2,810	2,950	+ 5%	+ 5%
February	2,472	2,319	2,730	+10%	+18%
March	2,503	2,602	2,940	+17%	+13%
April	2,589	2,753	2,920	+13%	+ 6%
May	2,877	3,101	3,160	+10%	+ 2%
June	2,748	2,982	3,280	+19%	+10%
July	3,044	3,350	3,520	+16%	+ 5%
August	3,214	3,586	3,660	+14%	+ 2%
September	3,070	3,446	3,690	+20%	+ 7%
October	3,478	3,918	3,450	— 1%	—12%
November	3,253	3,559	3,700	+14%	+ 4%
December	3,522	4,000	4,000	+14%	0%
TOTAL	35,586	38,426	40,000	+12%	+ 4%

All 1954 and 1955 figures from N.O.V.S.—other figures are National Safety Council estimates. The 1956 national estimate is arrived at by assuming that the percentage change from 1955 to 1956 in the states reporting for both years reflects the 1955-1956 change in the entire country. Since national estimates made in this way become more accurate as more states report, revisions are made from time to time as new reports are received for the various months. Thus, figures above for 1956 may differ slightly from figures for the same months published in future issues of PUBLIC SAFETY.

FATAL CURVE

For 19 months the death toll mounted steadily to mark a fatal curve in traffic accident history. Travel dropped in the last 4 months of 1956 but deaths did not dip in proportion.

MONTHLY MOTOR VEHICLE DEATHS AND TRAFFIC TRENDS 1955-1956



TRAFFIC DEATHS—STATE RECORDS

Deaths are reported by state traffic authorities.

Population Rate: U. S. population rate is the estimated annual number of deaths per 100,000 population, assuming that deaths for the rest of the year will follow the normal seasonal pattern. State population rate is the estimated annual number of deaths per 100,000 population, assuming that the monthly average of deaths will remain at the present average for the rest of the year. Population rates are based on July 1, 1955, population estimates, U. S. Bureau of the Census, Washington, D. C.

States shown in heavy type have improved in 1956 compared with 1955, or showed no change. All figures are provisional.

Mileage Rates: The number of deaths per 100 million vehicle miles of travel.

(Figures in parenthesis following the 1956 mileage rate indicate the number of months for which the mileage rate is calculated for each state.)

	Months Reported	Deaths Identical Period 1956	1955	1954	% Changes 1955 to 1956	1954 to 1956	1956 Pop. Rate	1956 Mile. Rate	
TOTAL U.S.	12	40,000	38,426	35,586	+ 4%	+ 12%	24.0	6.4	(12)
Ala.	12	963	823	767	+ 17%	+ 26%	31.0	7.8	(10)
Ariz.	12	486	359	402	+ 35%	+ 21%	48.3	9.1	(10)
Ark.	12	485	415	412	+ 17%	+ 18%	26.9	7.1	(9)
Calif.	12	3,805	3,422	3,104	+ 11%	+ 12%	32.3	6.0	(9)
Colo.	12	408	429	385	— 5%	+ 6%	26.4	5.9	(9)
Conn.	12	286	320	241	— 11%	+ 19%	13.0	3.4	(10)
Del.	12	87	109	94	— 20%	— 7%	22.3	4.8	(11)
D. of C.	12	54	72	56	— 25%	— 4%	6.3	1.9	(9)
Fla.	12	1,194	978	966	+ 22%	+ 24%	33.4	7.1	(10)
Ga.	12	1,115	1,051	954	+ 6%	+ 17%	30.4	7.4	(10)
Idaho	12	247	186	242	+ 33%	+ 2%	40.4	8.5	(10)
Ill.	12	2,135	2,195	2,047	— 3%	+ 4%	23.0	6.3	(9)
Ind.	12	1,217	1,142	1,072	+ 7%	+ 14%	28.1	5.8	(10)
Ia.	12	696	606	612	+ 15%	+ 14%	26.1	5.7	(9)
Kans.	12	681	592	611	+ 15%	+ 11%	33.1	7.1	(10)
Ky.	12	765	860	754	— 11%	+ 1%	25.4	7.4	(10)
La.	12	883	663	627	+ 33%	+ 41%	30.1	8.7	(11)
Me.	12	160	164	148	— 2%	+ 8%	17.7	4.3	(10)
Md.	12	547	513	518	+ 7%	+ 6%	19.9	5.5	(10)
Mass.	12	555	569	512	— 2%	+ 8%	11.6	3.4	(9)
Mich.	12	1,706	1,928	1,747	— 12%	— 2%	23.3	6.1	(10)
Minn.	12	637	575	638	+ 11%	0%	20.0	4.9	(10)
Miss.	12	556	527	429	+ 6%	+ 30%	26.1	7.2	(10)
Mo.	12	1,119	1,062	970	+ 5%	+ 15%	26.6	5.9	(10)
Mont.	12	267	234	220	+ 14%	+ 21%	42.4	8.5	(9)
Neb.	12	314	318	327	— 1%	— 4%	22.5	4.6	(10)
Nev.	12	139	175	145	— 21%	— 4%	59.1	7.4	(9)
N. H.	12	96	106	88	— 9%	+ 9%	17.4	4.5	(10)
N. J.	12	772	789	803	— 2%	— 4%	14.5	3.3	(10)
N. M.	12	398	360	371	+ 11%	+ 7%	50.2	8.7	(10)
N. Y.	9	1,499	1,478	1,421	+ 1%	+ 5%	12.5	4.7	(9)
N. C.	12	1,106	1,162	988	— 5%	+ 12%	25.5	6.6	(10)
N. D.	12	169	144	150	+ 17%	+ 13%	26.3	9.2	(10)
Ohio	12	2,009	2,071	1,865	— 3%	+ 8%	22.5	5.2	(10)
Okla.	12	680	593	573	+ 15%	+ 19%	30.8	6.6	(9)
Ore.	12	416	409	420	+ 2%	— 1%	24.7	5.3	(10)
Pa.	12	1,762	1,695	1,538	+ 4%	+ 15%	16.2	4.7	(10)
R. I.	12	68	88	62	— 23%	+ 10%	8.3	2.2	(11)
S. C.	12	715	712	564	0%	+ 27%	31.0	8.7	(10)
S. D.	12	196	197	186	— 1%	+ 5%	28.7	6.3	(10)
Tenn.	12	760	902	733	— 16%	+ 4%	22.3	6.2	(10)
Texas	12	2,584	2,511	2,414	+ 3%	+ 7%	29.5	6.1	(10)
Utah	12	214	202	209	+ 6%	+ 2%	26.9	6.8	(9)
Vt.	12	97	88	63	+ 10%	+ 54%	26.2	6.4	(10)
Va.	12	824	877	808	— 6%	+ 2%	23.0	5.7	(11)
Wash.	12	532	462	411	+ 15%	+ 29%	20.4	4.8	(10)
W. Va.	12	438	368	350	+ 19%	+ 25%	22.1	7.1	(9)
Wis.	12	953	927	840	+ 3%	+ 13%	25.7	7.1	(9)
Wyo.	12	172	143	148	+ 20%	+ 16%	55.1	8.3	(9)
CANADIAN PROVINCES									
Alt.	3	34	44	41	— 23%	— 17%	14.5	.....	.....
B. C.	10	245	179	156	+ 37%	+ 57%	25.2	.....	.....
Man.	11	132	95	110	+ 39%	+ 20%	18.5	.....	.....
Ont.	9	810	801	705	+ 1%	+ 15%	23.5	.....	.....
Sask.	9	70	78	39	— 10%	+ 79%	11.2	.....	.....

TRAFFIC DEATHS—CITY RECORDS

The table covers only motor-vehicle deaths resulting from traffic accidents that occurred in the city. Nontraffic motor-vehicle deaths (where the accident occurred on home or work premises) are not included; nor are deaths in the city from accidents occurring outside.

Rankings are based on the 1956 registration death rate which is the number of deaths per 10,000 registered motor vehicles on an annual basis. Vehicle registration figures are for the year 1955 and were supplied by R. L. Polk & Company.

Cities are ranked by death rates—from low to high. When two or more cities have exactly the same rate, ranking is by total vehicle registrations—from large to small.

Cities shown in heavy type have improved in 1956 compared with 1955.

The population death rate is the number of deaths per 100,000 population on an annual basis. Populations are as of April, 1950, or later censuses taken by the U. S. Bureau of the Census.

	Twelve Months 1956	1955	1954	1956 Reg. Rate	1956 Pop. Rate
ALL REPORTING CITIES				2.4	9.9
Group I (1,000,000 and over)					
1. Detroit, Mich.	**197**	**227**	**236**	**2.9**	**10.7**
2. Chicago, Ill.	**353**	**385**	**395**	**3.5**	**9.7**
3. Los Angeles, Calif.	413	365	308	3.6	18.4
4. Philadelphia, Pa.	183	180	184	3.6	8.8
All cities in this group				3.7	9.9
5. New York, N. Y.	**606**	**647**	**590**	**4.3**	**7.7**
Group II (750,000 to 1,000,000)					
1. Washington, D. C.	**54**	**72**	**56**	**2.5**	**6.3**
2. San Francisco, Calif.	**82**	**93**	**77**	**2.9**	**10.6**
All cities in this group				3.1	10.1
3. Cleveland, Ohio	105	97	94	3.3	11.5
4. St. Louis, Mo.	101	92	102	3.4	12.0
Group III (500,000 to 750,000)					
1. Dallas, Texas	52	42	58	2.0	9.4
2. Houston, Texas	**69**	**83**	**82**	**2.1**	**9.7**
3. Seattle, Wash.	60	38	53	2.3	11.6
4. Minneapolis, Minn.	47	40	39	2.3	9.0
All cities in this group				2.5	9.7
5. Cincinnati, Ohio	**49**	**79**	**54**	**2.7**	**9.7**
6. Pittsburgh, Pa.	**55**	**62**	**62**	**2.8**	**8.1**
7. Buffalo, N. Y.	58	53	53	2.9	10.0
8. Milwaukee, Wis.	74	46	51	3.1	10.4
Group IV (350,000 to 500,000)					
1. Denver, Colo.	**38**	**46**	**32**	**1.8**	**8.9**
2. Portland, Ore.	43	39	42	2.1	11.5
3. Kansas City, Mo.	**36**	**39**	**38**	**2.1**	**7.9**
4. Indianapolis, Ind.	48	44	49	2.2	11.3
5. Columbus, Ohio	44	43	32	2.5	11.7
All cities in this group				2.7	11.8
6. Memphis, Tenn.	39	39	47	2.8	9.8
7. San Antonio, Texas	57	57	49	3.0	12.9
8. Oakland, Calif.	47	54	45	3.1	12.2
9. Atlanta, Ga.	**58**	**59**	**57**	**3.3**	**13.5**
10. San Diego, Calif.	62	57	56	3.7	14.3
11. Louisville, Ky.	60	54	41	3.9	15.5
Group V (200,000 to 350,000)					
1. Rochester, N. Y.	**16**	**26**	**28**	**1.1**	**4.8**
2. Oklahoma City, Okla.	18	17	17	1.2	7.4
3. Wichita, Kan.	17	13	13	1.3	7.9
4. Syracuse, N. Y.	13	12	19	1.6	5.9
5. Providence, R. I.	**16**	**17**	**14**	**1.7**	**6.4**
6. Dayton, Ohio	**28**	**32**	**31**	**1.7**	**11.5**
7. Miami, Fla.	37	30	33	1.8	14.3
8. St. Paul, Minn.	**24**	**35**	**36**	**1.8**	**7.7**
9. Toledo, Ohio	30	26	26	2.0	9.9
10. Jacksonville, Fla.	**19**	**27**	**24**	**2.0**	**9.3**
11. Norfolk, Va.	19	11	12	2.1	8.9
All cities in this group				2.2	10.9
12. Omaha, Neb.	28	22	21	2.6	11.2
13. Long Beach, Calif.	**39**	**44**	**41**	**2.9**	**15.6**
14. Tampa, Fla.	33	26	38	3.0	15.2
15. Richmond, Va.	34	23	18	3.2	14.3
16. Akron, Ohio	39	32	31	3.2	14.2
17. Fort Worth, Texas	52	32	21	3.3	18.7
18. Birmingham, Ala.	**44**	**46**	**44**	**3.6**	**13.5**
Group VI (100,000 to 200,000)					
1. Reading, Pa.	**2**	**11**	**13**	**0.5**	**1.8**
2. Utica, N. Y.	2	4	2	0.6	2.0
3. Fresno, Calif.	**7**	**10**	**3**	**0.7**	**6.5**
4. Tulsa, Okla.	10	11	22	0.8	5.5
5. Peoria, Ill.	**5**	**12**	**3**	**0.9**	**4.5**
6. Des Moines, Iowa	**8**	**14**	**16**	**0.9**	**4.5**
7. Albuquerque, N. M.	**8**	**14**	**13**	**1.0**	**5.8**
8. Lubbock, Texas	**5**	**14**	**7**	**1.1**	**4.8**
9. Rockford, Ill.	**7**	**11**	**9**	**1.1**	**6.6**
10. Montgomery, Ala.	**6**	**11**	**8**	**1.1**	**5.6**
11. Trenton, N. J.	9	7	11	1.4	7.0
12. Fort Wayne, Ind.	12	9	14	1.6	9.0
13. Erie, Pa.	10	9	10	1.6	7.6
14. Yonkers, N. Y.	8	8	7	1.6	5.2
15. Tacoma, Wash.	**12**	**16**	**19**	**1.7**	**8.4**
16. Hartford, Conn.	**9**	**9**	**9**	**1.7**	**5.1**
17. Baton Rouge, La.	**11**	**6**	**10**	**1.7**	**8.8**
18. Arlington, Va.	10	5	8	1.8	7.4
19. Evansville, Ind.	11	9	11	1.8	8.6
20. Bridgeport, Conn.	11	8	9	1.8	6.9
21. Lincoln, Neb.	9	2	8	1.8	7.7
22. Knoxville, Tenn.	12	12	14	1.9	9.6
23. Berkeley, Calif.	9	6	1	1.9	7.9
24. South Bend, Ind.	12	5	9	1.9	10.4
25. Grand Rapids, Mich.	22	17	10	2.0	12.5
26. Flint, Mich.	**22**	**34**	**19**	**2.1**	**13.5**
27. Waterbury, Conn.	**7**	**14**	**4**	**2.1**	**6.7**
28. New Haven, Conn.	11	11	11	2.2	6.7
29. Sacramento, Calif.	21	17	11	2.2	13.4
30. Pasadena, Calif.	**14**	**17**	**11**	**2.2**	**13.4**
All cities in this group				2.2	11.1
31. Canton, Ohio	14	7	13	2.3	12.0
32. Amarillo, Texas	11	10	6	2.3	11.0
33. Austin, Texas	**16**	**20**	**9**	**2.5**	**12.1**
34. Savannah, Ga.	**12**	**15**	**10**	**2.6**	**10.0**
35. Nashville, Tenn.	26	19	17	2.7	14.9
36. Phoenix, Ariz.	39	21	9	2.7	30.3
37. Corpus Christi, Texas	18	18	9	2.7	16.6
38. Salt Lake City, Utah	25	13	18	2.8	13.7
39. Glendale, Calif.	15	8	8	2.8	14.3
40. Duluth, Minn.	12	12	18	2.9	11.5
41. Charlotte, N. C.	23	18	21	2.9	17.2
42. Shreveport, La.	20	11	7	2.9	15.7
43. Spokane, Wash.	24	14	9	3.0	14.8
44. Youngstown, Ohio	**23**	**27**	**14**	**3.1**	**13.7**
45. San Jose, Calif.	27	17	13	3.3	21.2
46. Little Rock, Ark.	17	5	6	3.6	15.8
47. Mobile, Ala.	25	17	13	4.5	14.4
48. Gary, Ind.	30	20	18	4.6	17.8
49. Chattanooga, Tenn.	26	14	17	4.8	19.8
50. El Paso, Texas	39	32	22	5.8	29.9
Group VII (50,000 to 100,000)					
1. Aurora, Ill.	**0**	**3**	**1**	**0.0**	**0.0**
2. Battle Creek, Mich.	**1**	**5**	**6**	**0.3**	**1.9**
3. New Britain, Conn.	**1**	**7**	**4**	**0.4**	**1.4**
4. Schenectady, N. Y.	**2**	**3**	**3**	**0.4**	**2.2**
5. Pueblo, Colo.	**2**	**11**	**3**	**0.5**	**3.1**
6. Columbus, Ga.	**2**	**7**	**6**	**0.5**	**2.5**
7. Johnstown, Pa.	**2**	**10**	**3**	**0.6**	**3.2**
8. Springfield, Ill.	**3**	**14**	**5**	**0.6**	**3.7**
9. Burbank, Calif.	**3**	**7**	**6**	**0.6**	**3.4**
10. Santa Barbara, Calif.	**2**	**8**	**3**	**0.6**	**3.9**
11. Mount Vernon, N. Y.	**2**	**5**	**2**	**0.7**	**2.8**
12. Orlando, Fla.	**4**	**8**	**10**	**0.7**	**7.6**
13. Wilkes-Barre, Pa.	**2**	**4**	**4**	**0.7**	**2.6**
14. Springfield, Ohio	**3**	**6**	**4**	**0.8**	**3.8**
15. Raleigh, N. C.	**4**	**6**	**3**	**0.8**	**6.1**
16. Binghamton, N. Y.	**3**	**6**	**5**	**0.8**	**3.7**
17. West Allis, Wis.	3	1	3	0.9	5.4
18. Greensboro, N. C.	4	4	4	0.9	5.4
19. Abilene, Texas	**3**	**6**	**3**	**1.0**	**5.0**
20. Macon, Ga.	**4**	**6**	**9**	**1.0**	**5.7**
21. Dubuque, Iowa	**2**	**4**	**2**	**1.0**	**3.9**
22. Lansing, Mich.	**6**	**9**	**10**	**1.0**	**6.5**
23. Lexington, Ky.	4	4	4	1.1	7.2
24. Pomona, Calif.	**3**	**8**	**6**	**1.1**	**5.8**
25. Sioux Falls, S. D.	**3**	**5**	**0**	**1.1**	**5.7**
26. Lynn, Mass.	3	2	5	1.1	3.0
27. Pontiac, Mich.	**6**	**16**	**5**	**1.2**	**8.1**
28. Woonsocket, R. I.	**2**	**7**	**1**	**1.2**	**4.0**
29. Racine, Wis.	**4**	**7**	**4**	**1.2**	**5.6**
30. Roanoke, Va.	**5**	**10**	**6**	**1.3**	**5.4**
31. Topeka, Kan.	6	4	7	1.3	7.6
32. Royal Oak, Mich.	**5**	**6**	**5**	**1.3**	**7.1**
33. Evanston, Ill.	4	2	2	1.3	5.3
34. Brockton, Mass.	**3**	**7**	**11**	**1.4**	**4.8**
35. Alexandria, Va.	6	1	4	1.4	9.7
36. St. Joseph, Mo.	4	2	1	1.4	5.1
37. Lancaster, Pa.	5	2	4	1.4	7.8
38. Winston-Salem, N. C.	7	7	9	1.4	8.0
39. Bay City, Mich.	4	3	6	1.5	7.6
40. Madison, Wis.	7	4	10	1.5	7.3
41. Charleston, W. Va.	**6**	**7**	**7**	**1.5**	**8.2**
42. Durham, N. C.	5	3	3	1.5	7.0
43. Cedar Rapids, Iowa	6	4	8	1.6	8.3
44. Waterloo, Iowa	5	4	7	1.6	7.7
45. Jackson, Mich.	6	6	8	1.6	11.7
46. Greenville, S. C.	7	6	6	1.7	12.0
47. New Rochelle, N. Y.	4	4	2	1.7	6.7
48. Columbia, S. C.	7	5	5	1.7	7.3
49. Stamford, Conn.	**5**	**8**	**9**	**1.7**	**6.7**
50. Passaic, N. J.	**3**	**4**	**3**	**1.7**	**5.2**
51. Fort Lauderdale, Fla.	9	7	6	1.7	14.3
52. Portsmouth, Va.	5	2	7	1.8	6.3
53. Wheeling, W. Va.	**4**	**9**	**2**	**1.8**	**6.8**
54. Pawtucket, R. I.	5	4	5	1.8	6.1
55. Charleston, S. C.	4	3	3	1.8	5.7
56. Kalamazoo, Mich.	9	3	5	1.8	15.6
All cities in this group				1.8	8.9
57. St. Petersburg, Fla.	**14**	**20**	**16**	**1.9**	**14.5**
58. Lorain, Ohio	5	5	4	1.9	9.8
59. Kenosha, Wis.	**5**	**6**	**4**	**1.9**	**9.2**
60. Decatur, Ill.	8	4	6	2.0	12.1
61. Lakewood, Ohio	5	2	2	2.0	7.3
62. Hamilton, Ohio	7	5	4	2.0	12.1
63. Stockton, Calif.	12	11	7	2.0	16.0
64. Saginaw, Mich.	11	11	9	2.1	11.8
65. Tucson, Ariz.	17	5	11	2.2	32.7
66. Augusta, Ga.	7	5	5	2.2	9.8
67. Brookline, Mass.	**4**	**6**	**6**	**2.3**	**7.0**
68. Green Bay, Wis.	7	4	7	2.4	13.3
69. Davenport, Iowa	8	6	4	2.4	10.7
70. Jackson, Miss.	**12**	**16**	**5**	**2.4**	**12.2**
71. Hoboken, N. J.	3	0	1	2.5	5.9
72. Waco, Texas	11	9	10	2.6	13.0
73. Gadsden, Ala.	**4**	**9**	**11**	**2.6**	**7.2**
74. Muncie, Ind.	9	5	5	2.7	15.4
75. San Mateo, Calif.	8	7	5	2.8	13.2
76. Covington, Ky.	7	3	5	2.9	10.9
77. West Palm Beach, Fla.	10	6	6	2.9	19.6
78. Manchester, N. H.	8	5	5	3.0	9.7
79. Joliet, Ill.	11	6	9	3.0	21.3
80. Waltham, Mass.	5	4	5	3.0	10.0
81. Cicero, Ill.	8	3	6	3.0	11.8
82. Terre Haute, Ind.	11	9	8	3.2	17.1
83. Medford, Mass.	6	2	4	3.3	9.2
84. East Orange, N. J.	9	3	4	3.3	11.3
85. Richmond, Calif.	10	8	2	3.5	10.1
86. Bethlehem, Pa.	10	4	6	3.6	15.1
87. Santa Monica, Calif.	**10**	**11**	**6**	**3.6**	**13.3**
88. Sioux City, Iowa	12	2	7	3.7	14.3
89. Fort Smith, Ark.	8	6	11	3.8	14.2
90. Oak Park, Ill.	9	4	7	3.8	14.7
91. Hammond, Ind.	16	11	9	4.4	18.3
92. East Chicago, Ind.	8	1	4	4.6	14.7
93. Niagara Falls, N. Y.	19	10	6	5.2	20.9
94. Atlantic City, N. J.	13	11	10	10.2	21.1
Group VIII (25,000 to 50,000)					
1. Elkhart, Ind.	**0**	**2**	**1**	**0.0**	**0.0**
2. Lafayette, Ind.	**0**	**2**	**5**	**0.0**	**0.0**
3. Cheyenne, Wyo.	0	0	2	0.0	0.0
4. Marion, Ohio	**0**	**2**	**4**	**0.0**	**0.0**
5. Bloomington, Ind.	0	0	0	0.0	0.0
6. Fargo, N. D.	**0**	**2**	**1**	**0.0**	**0.0**
7. Rochester, Minn.	**0**	**3**	**2**	**0.0**	**0.0**
8. Jackson, Tenn.	**0**	**6**	**3**	**0.0**	**0.0**
9. Torrington, Conn.	**0**	**5**	**2**	**0.0**	**0.0**
10. Fairmont, W. Va.	0	0	1	0.0	0.0
11. Manitowoc, Wis.	**0**	**2**	**1**	**0.0**	**0.0**
12. Richfield, Minn.	0	0	0	0.0	0.0
13. Mt. Lebanon, Pa.	0	0	0	0.0	0.0
14. Poughkeepsie, N. Y.	**1**	**4**	**2**	**0.4**	**2.4**
15. Plainfield, N. J.	**1**	**2**	**1**	**0.5**	**2.4**
16. Elyria, Ohio	1	1	7	0.5	3.3
17. Richmond, Ind.	**1**	**2**	**4**	**0.5**	**2.5**
18. Hagerstown, Md.	**1**	**5**	**2**	**0.5**	**2.8**
19. Enid, Okla.	**1**	**3**	**3**	**0.5**	**2.8**
20. Las Vegas, Nev.	**2**	**10**	**0**	**0.6**	**4.5**
21. University City, Mo.	1	1	0	0.6	2.5
22. Oshkosh, Wis.	**1**	**3**	**4**	**0.6**	**2.4**
23. Pocatello, Idaho	1	0	2	0.6	3.8
24. East Cleveland, Ohio	**1**	**3**	**2**	**0.6**	**2.5**
25. Yakima, Wash.	2	2	3	0.6	5.2
26. Eau Claire, Wis.	**1**	**11**	**0**	**0.6**	**2.8**
27. Beloit, Wis.	1	1	2	0.6	3.4
28. Odessa, Texas	2	2	10	0.6	6.8
29. Gainesville, Fla.	1	0	2	0.6	3.7
30. Galesburg, Ill.	**1**	**2**	**1**	**0.6**	**3.2**
31. Billings, Mont.	**2**	**3**	**0**	**0.7**	**6.3**
32. Steubenville, Ohio	**1**	**7**	**3**	**0.7**	**2.8**
33. Newport News, Va.	1	1	4	0.7	2.4

	Twelve Months 1956	1955	1954	1956 Reg. Rate	1956 Pop. Rate
34. Reno, Nev.	2	4	3	0.7	6.2
35. Mason City, Iowa	1	0	2	0.7	3.6
36. Fond du Lac, Wis.	1	4	4	0.7	.33
37. San Leandro, Calif.	2	7	2	0.8	6.1
38. St. Louis Pk., Minn.	1	3	2	0.8	2.8
39. New Kensington, Pa.	1	1	0	0.8	4.0
40. Milford, Conn.	1	2	3	0.8	3.7
41. Everett, Wash.	2	7	6	0.9	5.9
42. Kokomo, Ind.	2	6	5	0.9	4.5
43. Tallahassee, Fla.	1	3	3	0.9	2.6
44. Pensacola, Fla.	4	4	12	0.9	9.2
45. Shaker Heights, Ohio	1	1	1	1.0	3.5
46. Great Falls, Mont.	2	3	3	1.0	5.1
47. Concord, N. H.	1	4	4	1.0	3.6
48. Jamestown, N. Y.	2	3	2	1.1	4.6
49. Wyandotte, Mich.	3	5	2	1.1	8.2
50. Muskegon, Mich.	4	0	6	1.1	8.3
51. Salina, Kan.	2	2	3	1.1	7.6
52. Wauwatosa, Wis.	2	4	7	1.1	6.0
53. White Plains, N. Y.	3	3	4	1.1	6.9
54. Ann Arbor, Mich.	3	2	3	1.2	6.2
55. Colorado Spgs., Colo.	5	4	1	1.2	11.0
56. High Point, N. C.	3	3	7	1.2	7.5
57. Vancouver, Wash.	3	1	2	1.2	7.2
58. Arlington, Mass.	2	2	4	1.2	4.2
59. Rome, N. Y.	2	0	3	1.3	4.8
60. Ferndale, Mich.	2	1	4	1.3	6.7
61. Mishawaka, Ind.	2	2	4	1.3	6.1
62. Sandusky, Ohio	2	5	7	1.3	6.8
63. Wausau, Wis.	2	2	0	1.3	6.6
64. Linden, N. J.	2	6	6	1.3	6.5
65. Anderson, Ind.	4	6	2	1.3	8.5
66. Maywood, Ill.	2	1	6	1.3	7.3
67. Daly City, Calif.	2	0	0	1.3	6.6
68. Annapolis, Md.	1	3	1	1.3	4.0
69. Elmira, N. Y.	3	1	3	1.4	6.0
70. Highland Park, Mich.	5	10	3	1.4	10.8
71. Burlington, Iowa	2	1	0	1.4	6.5
72. Boise, Idaho	5	3	2	1.4	14.5
73. Fitchburg, Mass.	2	2	0	1.5	4.7
74. Middletown, Ohio	3	6	1	1.5	8.9
75. Hackensack, N. J.	2	3	3	1.5	6.8
76. Bloomfield, N. J.	3	2	3	1.6	6.1
77. Fairfield, Conn.	2	9	3	1.6	6.6
78. Bangor, Me.	2	2	7	1.6	6.3
79. Appleton, Wis.	3	6	3	1.6	8.8
80. Culver City, Calif.	3	6	3	1.6	9.6
81. Lake Charles, La.	5	2	4	1.6	12.1
82. Lynchburg, Va.	3	3	5	1.6	6.3
83. Brownsville, Texas	2	4	2	1.6	5.5
84. Rome, Ga.	3	3	4	1.6	10.1
85. Montclair, N. J.	2	2	6	1.6	4.6
86. Midland, Texas	4	0	2	1.7	12.1
87. Greenville, Miss.	2	0	2	1.7	6.7
88. Burlington, Vt.	2	1	2	1.7	6.0
All cities in this group				1.7	9.0
89. Rapid City, S. D.	3	3	4	1.8	11.9
90. Beverly Hills, Calif.	4	4	2	1.8	13.2
91. Palo Alto, Calif.	5	1	2	1.8	12.2
92. Oak Ridge, Tenn.	2	2	2	1.8	6.6
93. Easton, Pa.	4	4	4	1.9	11.2
94. Council Bluffs, Iowa	4	3	5	1.9	8.8
95. Parma, Ohio	4	5	3	1.9	13.8
96. Barberton, Ohio	3	6	2	1.9	10.8
97. East Hartford, Conn.	3	4	1	1.9	10.0
98. Compton, Calif.	7	13	9	2.0	14.6
99. Grand Forks, N. D.	2	1	3	2.0	7.5
100. Zanesville, Ohio	4	1	2	2.0	9.9
101. Hamden, Conn.	3	4	5	2.0	10.1
102. La Crosse, Wis.	4	0	0	2.1	8.4
103. Lockport, N. Y.	3	3	2	2.1	12.0
104. Waukegan, Ill.	5	1	3	2.2	10.7
105. Cuyahoga Falls, Ohio	4	2	1	2.2	13.7
106. Elgin, Ill.	5	3	2	2.3	10.5
107. Lwr. Merion Twp., Pa.	4	4	8	2.3	8.2
108. St. Cloud, Minn.	3	3	9	2.3	10.6
109. West Hartford, Conn.	4	3	1	2.4	9.0
110. Vallejo, Calif.	5	4	7	2.4	14.3
111. Belmont, Mass.	2	2	0	2.4	6.9
112. Pine Bluff, Ark.	4	1	0	2.4	10.1
113. Stratford, Conn.	4	2	2	2.5	12.0
114. Danbury, Conn.	4	4	1	2.5	13.2
115. Tuscaloosa, Ala.	5	4	13	2.7	10.8
116. Clearwater, Fla.	5	2	5	2.8	17.2
117. Norwich, Conn.	4	2	2	2.8	10.6
118. West Orange, N. J.	4	2	5	2.9	14.0
119. Watertown, N. Y.	4	1	1	2.9	11.6
120. Lincoln Park, Mich.	5	2	8	2.9	17.1
121. Wilmington, N. C.	6	4	5	2.9	13.3
122. Champaign, Ill.	5	2	1	3.0	12.6
123. Warren, Ohio	9	7	8	3.0	18.0
124. Mansfield, Ohio	9	3	3	3.0	20.6
125. Chicopee, Mass.	5	9	1	3.0	10.2
126. Albany, Ga.	6	5	7	3.1	19.2
127. Granite City, Ill.	5	3	5	3.2	16.9
128. Euclid, Ohio	5	2	3	3.3	12.1
129. Hamtramck, Mich.	6	2	8	3.4	13.9
130. Owensboro, Ky.	7	4	3	3.5	20.8
131. Danville, Va.	6	2	1	3.6	13.4
132. Meriden, Conn.	6	6	4	3.6	13.6
133. Greenwich, Conn.	6	11	4	3.7	14.7
134. Petersburg, Va.	5	3	3	3.9	14.2
135. Coral Gables, Fla.	6	2	2	3.9	20.5
136. West Haven, Conn.	8	7	2	3.9	25.0
137. Rock Island, Ill.	8	2	4	4.0	16.2
138. Revere, Mass.	4	5	3	4.1	10.1
139. Superior, Wis.	5	3	2	4.7	14.2
140. Middletown, Conn.	5	3	2	4.9	16.8
141. Provo, Utah	6	2	3	5.3	20.8
142. Kearny, N. J.	7	9	6	5.4	17.5
143. Norwalk, Conn.	8	7	10	5.6	16.2
144. Bristol, Conn.	6	4	2	5.7	16.7
145. New London, Conn.	7	1	5	5.8	22.9
146. Manchester, Conn.	9	3	3	6.3	26.4
147. Portsmouth, Ohio	11	8	5	6.5	29.9
148. Winona, Minn.	8	6	2	7.9	32.0
149. Vineland, N. J.	14	8	6	10.9	42.4

Group IX (10,000 to 25,000)

1. Birmingham, Mich.	0	1	2	0.0	0.0
2. Kingsport, Tenn.	0	0	1	0.0	0.0
3. Mt. Clemens, Mich.	0	2	0	0.0	0.0
4. Aurora, Colo.	0	0	0	0.0	0.0
5. Holland, Mich.	0	0	1	0.0	0.0
6. Elmhurst, Ill.	0	0	4	0.0	0.0
7. Pasadena, Texas	0	6	2	0.0	0.0
8. Sumter, S. C.	0	2	2	0.0	0.0
9. Ponca City, Okla.	0	3	2	0.0	0.0
10. Longview, Wash.	0	1	0	0.0	0.0
11. La Porte, Ind.	0	3	2	0.0	0.0
12. Lake Worth, Fla.	0	3	1	0.0	0.0
13. Sherman, Texas	0	5	3	0.0	0.0
14. Morristown, N. J.	0	2	3	0.0	0.0
15. Floral Park, N. Y.	0	1	2	0.0	0.0
16. Webster Groves, Mo.	0	1	0	0.0	0.0
17. Kenmore, N. Y.	0	1	0	0.0	0.0
18. Hanford, Calif.	0	1	2	0.0	0.0
19. Plainview, Texas	0	1	4	0.0	0.0
20. Bismarck, N. D.	0	0	2	0.0	0.0
21. Sedalia, Mo.	0	0	6	0.0	0.0
22. Tiffin, Ohio	0	1	1	0.0	0.0
23. Whitefish Bay, Wis.	0	1	0	0.0	0.0
24. Rockfort, Ind.	0	0	1	0.0	0.0
25. East Haven, Conn.	0	0	0	0.0	0.0
26. Monterey, Calif.	0	6	3	0.0	0.0
27. Caldwell, Idaho	0	1	1	0.0	0.0
28. Jeffersonville, Ind.	0	3	2	0.0	0.0
29. Kennewick, Wash.	0	0	1	0.0	0.0
30. Valparaiso, Ind.	0	1	0	0.0	0.0
31. Reidsville, N. C.	0	1	1	0.0	0.0
32. Marietta, Ohio	0	1	1	0.0	0.0
33. Streator, Ill.	0	1	2	0.0	0.0
34. Cranford, N. J.	0	0	1	0.0	0.0
35. S. St. Paul, Minn.	0	2	3	0.0	0.0
36. Emporia, Kan.	0	0	0	0.0	0.0
37. S. Portland, Me.	0	0	1	0.0	0.0
38. Hillside, N. J.	0	0	3	0.0	0.0
39. Wisconsin Rpds., Wis.	0	1	0	0.0	0.0
40. Bellevue, Pa.	0	0	0	0.0	0.0
41. E. Lansing, Mich.	0	1	1	0.0	0.0
42. McAlester, Okla.	0	0	1	0.0	0.0
43. Berkley, Mich.	0	0	3	0.0	0.0
44. El Dorado, Kan.	0	0	0	0.0	0.0
45. Moorhead, Minn.	0	3	0	0.0	0.0
46. Greenwood, Miss.	0	3	1	0.0	0.0
47. Brainerd, Minn.	0	1	1	0.0	0.0
48. Highland Park, Texas	0	0	1	0.0	0.0
49. Norfolk, Neb.	0	0	1	0.0	0.0
50. Brookfield, Ill.	0	0	1	0.0	0.0
51. Attleboro, Mass.	0	3	4	0.0	0.0
52. Owatonna, Minn.	0	1	0	0.0	0.0
53. Rocky River, Ohio	0	1	0	0.0	0.0
54. Hawthorne, N. J.	0	0	1	0.0	0.0
55. East Moline, Ill.	0	0	2	0.0	0.0
56. Naugatuck, Conn.	0	1	3	0.0	0.0
57. Winfield, Kan.	0	0	0	0.0	0.0
58. Fergus Falls, Minn.	0	0	0	0.0	0.0
59. Watertown, Wis.	0	3	1	0.0	0.0
60. Bristol, Va.	0	1	0	0.0	0.0
61. St. Joseph, Mich.	0	0	2	0.0	0.0
62. S. Orange, N. J.	0	0	0	0.0	0.0
63. Logan, Utah	0	1	0	0.0	0.0
64. Winnetka, Ill.	0	0	0	0.0	0.0
65. Albany, Calif.	0	0	0	0.0	0.0
66. Conneaut, Ohio	0	0	0	0.0	0.0
67. Mitchell, S. D.	0	1	0	0.0	0.0
68. Rye, N. Y.	0	1	0	0.0	0.0
69. Marshfield, Wis.	0	1	1	0.0	0.0
70. Livermore, Calif.	0	0	0	0.0	0.0
71. Van Wert, Ohio	0	0	0	0.0	0.0
72. Ecorse, Mich.	0	3	2	0.0	0.0
73. Ansonia, Conn.	0	1	2	0.0	0.0
74. Bowling Green, Ohio	0	1	1	0.0	0.0
75. Hornell, N. Y.	0	0	0	0.0	0.0
76. Bellefontaine, Ohio	0	2	0	0.0	0.0
77. Charles City, Iowa	0	1	0	0.0	0.0
78. Red Wing, Minn.	0	1	2	0.0	0.0
79. Bemidji, Minn.	0	2	0	0.0	0.0
80. Cadillac, Mich.	0	1	0	0.0	0.0
81. Springfield Twp., Pa.	0	0	0	0.0	0.0
82. Winchester, Conn.	0	0	1	0.0	0.0
83. La Salle, Ill.	0	3	0	0.0	0.0
84. Two Rivers, Wis.	0	0	0	0.0	0.0
85. Beacon, N. Y.	0	1	3	0.0	0.0
86. Milford, Mass.	0	0	0	0.0	0.0
87. Derby, Conn.	0	0	0	0.0	0.0
88. Stoughton, Mass.	0	2	1	0.0	0.0
89. Fairfield, Ala.	0	3	0	0.0	0.0
90. Amherst, Mass.	0	0	3	0.0	0.0
91. Watertown, Conn.	0	0	1	0.0	0.0
92. Hollywood, Fla.	1	3	1	0.5	6.9
93. Medford, Ore.	1	2	0	0.6	5.2
94. Benton Harbor, Mich.	1	3	1	0.6	5.3
95. Butler, Pa.	1	2	1	0.6	4.3
96. Robbinsdale, Minn.	1	0	2	0.6	8.8
97. S. Euclid, Ohio	1	1	0	0.6	6.5
98. Ypsilanti, Mich.	1	3	0	0.6	5.5
99. Victoria, Texas	1	2	1	0.6	6.2
100. Monroe, Mich.	1	0	6	0.6	4.7
101. Roseville, Mich.	1	0	2	0.7	6.3
102. Janesville, Wis.	1	0	1	0.7	4.0
103. Salisbury, N. C.	1	4	4	0.7	5.0
104. Fair Lawn, N. J.	1	3	3	0.7	4.2
105. Walla Walla, Wash.	1	1	1	0.7	4.1
106. Rock Hill, S. C.	1	8	3	0.7	4.1
107. Niles, Mich.	1	0	2	0.8	7.6
108. Uniontown, Pa.	1	1	0	0.8	4.9
109. Lawrence, Kan.	1	0	1	0.8	4.3
110. Ft. Pierce, Fla.	1	1	1	0.8	7.4
111. Hazel Park, Mich.	1	4	2	0.8	5.6
112. Kinston, N. C.	1	1	1	0.8	5.5
113. Richland, Wash.	1	0	0	0.9	4.6
114. Meadville, Pa.	1	1	1	0.9	5.3
115. Ames, Iowa	1	1	0	0.9	4.4
116. Wooster, Ohio	1	3	0	0.9	7.1
117. Casper, Wyo.	2	1	0	0.9	8.4
118. Goshen, Ind.	1	1	2	1.0	7.7
119. Ottawa, Ill.	1	1	2	1.0	5.9
120. Edina, Minn.	1	0	0	1.0	4.5
121. Bristol, Pa.	1	1	0	1.0	7.9
122. Hibbing, Minn.	1	0	1	1.0	6.1
123. Pittsburg, Kan.	1	0	2	1.1	5.2
124. Martinsburg, W. Va.	1	1	0	1.1	6.4
125. Highland Park, Ill.	1	8	1	1.1	4.9
126. Albert Lea, Minn.	1	0	1	1.1	7.4
127. Mt. Vernon, Ill.	1	2	1	1.1	6.4
128. Cape Girardeau, Mo.	1	1	0	1.1	4.6
129. Sterling, Ill.	1	0	1	1.1	7.8
130. Johnson City, N. Y.	1	0	1	1.1	5.2
131. New Bern, N. C.	1	1	2	1.2	6.3
132. Klamath Falls, Ore.	2	0	1	1.2	12.6
133. Cedar Falls, Iowa	1	4	0	1.2	7.0
134. Monroe, N. C.	1	2	2	1.2	9.9
135. Arkansas City, Kan.	1	0	1	1.2	7.8
136. Suffolk, Va.	1	1	0	1.3	8.1
137. Elmwood Park, Ill.	1	6	2	1.3	4.6
138. Massena, N. Y.	1	0	0	1.3	7.6
139. Park Forest, Ill.	1	0	0	1.3	4.2
140. Boulder, Colo.	2	0	0	1.3	10.0
141. San Marino, Calif.	1	1	0	1.3	8.9
142. Newton, Kan.	1	0	0	1.4	8.6
143. Sweetwater, Texas	1	1	1	1.4	7.4
144. Mt. Pleasant, Mich.	1	0	0	1.4	8.8
145. Faribault, Minn.	1	0	1	1.4	6.3
146. Sault Ste. Marie, Mich.	1	2	1	1.4	5.6
147. Lamesa, Texas	1	0	0	1.4	9.3
All cities in this group				1.4	7.9
148. Big Spring, Texas	2	1	0	1.5	11.6
149. Needham, Mass.	1	0	1	1.5	4.6
150. Lodi, Calif.	2	2	0	1.5	14.5
151. Chicago Heights, Ill.	2	6	5	1.6	8.1
152. S. Milwaukee, Wis.	1	1	1	1.6	7.8
153. Shelton, Conn.	1	1	2	1.6	7.9
154. East Detroit, Mich.	3	2	0	1.6	14.0
155. Carlsbad, N. M.	2	1	1	1.6	11.1
156. Bell, Calif.	2	0	0	1.6	13.0
157. Mankato, Minn.	2	1	2	1.6	10.6
158. Atchison, Kan.	1	2	0	1.6	7.8
159. Statesville, N. C.	2	0	2	1.6	11.8
160. Central Falls, R. I.	1	0	1	1.6	4.2
161. Beaver Dam, Wis.	1	0	1	1.6	8.4
162. Virginia, Minn.	1	0	1	1.7	8.0
163. Freeport, Ill.	2	0	2	1.7	8.9
164. Rahway, N. J.	2	6	5	1.7	9.4
165. Mansfield, Conn.	1	3	2	1.7	10.0
166. Redlands, Calif.	2	3	2	1.7	9.4
167. La Grange, Ill.	2	0	0	1.7	15.4
168. River Forest, Ill.	1	1	1	1.8	9.3
169. Great Bend, Kan.	2	2	0	1.8	15.7
170. Minot, N. D.	2	2	1	1.8	9.1
171. Marinette, Wis.	1	1	1	1.9	7.0
172. Hayward, Calif.	6	6	5	1.9	42.0
173. Owosso, Mich.	2	1	2	1.9	12.6
174. Ironwood, Mich.	1	2	1	2.0	8.7
175. Huntington, Ind.	2	0	0	2.0	13.2
176. Fort Myers, Fla.	3	0	1	2.0	22.7
177. Ashland, Ohio	2	2	0	2.0	14.0
178. Cudahy, Wis.	1	2	0	2.0	8.2
179. Bellaire, Ohio	1	3	0	2.1	7.9
180. Aberdeen, S. D.	2	1	0	2.1	9.5
181. La Mesa, Calif.	3	2	0	2.1	18.5
182. Fort Thomas, Ky.	1	0	1	2.1	9.2
183. Westfield, N. J.	3	1	3	2.2	14.2
184. Peru, Ind.	2	0	0	2.2	15.0
185. Ridgefield Pk., N. J.	1	1	1	2.2	8.3
186. Austin, Minn.	3	0	0	2.2	13.0
187. Leominster, Mass.	2	2	1	2.3	8.1
188. West Lafayette, Ind.	1	1	0	2.3	8.4
189. Webster, Mass.	1	3	1	2.3	7.2
190. El Cerrito, Calif.	3	0	2	2.3	13.6
191. Grosse Pte. Pk., Mich.	1	1	1	2.3	7.6
192. Alpena, Mich.	2	1	3	2.4	15.3
193. St. Augustine, Fla.	2	1	0	2.4	14.7
194. Ashland, Wis.	1	0	0	2.6	9.4
195. Niles, Ohio	2	1	1	2.6	11.9
196. N. Adams, Mass.	2	4	0	2.7	9.3

Turn Page

	Twelve Months 1956	1955	1954	1956 Reg. Rate	1956 Pop. Rate
197. Stevens Point, Wis.	2	0	2	2.7	12.0
198. Orange, Calif.	**3**	**4**	**0**	**2.7**	**18.0**
199. Astoria, Ore.	2	2	1	2.8	16.3
200. Boone, Iowa	2	2	1	2.8	16.4
201. Takoma Park, Md.	1	0	0	2.8	7.5
202. Napa, Calif.	5	0	1	2.8	32.7
203. Port Chester, N. Y.	3	1	4	2.8	12.5
204. Brawley, Calif.	2	1	2	2.9	15.3
205. St. Clair Shores, Mich.	6	5	5	2.9	30.3
206. Waukesha, Wis.	4	2	2	2.9	18.9
207. Mamaroneck, N. Y.	2	1	0	3.0	13.3
208. Donora, Pa.	1	0	0	3.0	8.2
209. Denton, Texas	3	0	0	3.0	14.0
210. Wethersfield, Conn.	2	1	0	3.1	16.0
211. Gardner, Mass.	2	0	1	3.1	10.0
212. Corvallis, Ore.	3	0	0	3.1	18.5
213. Hopewell, Va.	2	1*	1	3.1	13.3
214. Garden City, Kan.	2	0	2	3.1	18.3
215. Darien, Conn.	**2**	**6**	**1**	**3.3**	**16.9**
216. Modesto, Calif.	12	7	5	3.3	69.0
217. Vernon, Conn.	2	0	2	3.4	19.8
218. Wilmette, Ill.	3	1	0	3.4	16.5
219. Xenia, Ohio	3	0	2	3.4	23.3
220. Fremont, Ohio	4	0	0	3.4	24.2
221. Monrovia, Calif.	5	4	0	3.5	21.4
222. Maple Heights, Ohio	3	2	0	3.5	19.2
223. N. Miami, Fla.	**2**	**4**	**0**	**3.6**	**8.5**
224. Westport, Conn.	4	4	4	3.7	34.2
225. Muskegon Hgts., Mich.	3	1	1	4.1	16.0
226. Ocala, Fla.	5	3	0	4.3	42.7
227. Connersville, Ind.	4	1	2	4.3	25.6
228. Calumet City, Ill.	4	3	3	4.6	20.9
229. Escanaba, Mich.	**3**	**4**	**3**	**4.9**	**19.7**
230. Wallingford, Conn.	4	2	7	4.9	23.5
231. Newport Beach, Calif.	**4**	**5**	**5**	**5.0**	**21.6**
232. Albion, Mich.	3	0	2	5.0	28.8
233. Livonia, Mich.	**8**	**17**	**2**	**5.2**	**45.7**
234. W. Springfield, Mass.	5	2	3	5.6	21.8
235. Killingly, Conn.	2	2	4	5.8	20.0
236. Windham, Conn.	4	2	5	5.9	25.2
237. River Rouge, Mich.	4	2	6	5.9	19.5
238. Middleborough, Mass.	3	2	4	6.7	27.0
239. Southington, Conn.	4	2	1	9.2	30.5
240. Windsor, Conn.	5	3	3	10.0	42.4
241. Groton, Conn.	5	2	4	10.3	22.8
242. Branford, Conn.	5	5	1	10.5	45.9
243. Stonington, Conn.	4	2	0	26.7	33.9
244. Enfield, Conn.	4	2	3	49.4	25.8
CANADIAN CITIES					
Toronto, Ont.	64	62	64		9.5
Montreal, Que.	127	119	98		12.4
Vancouver, B. C.	43	25	32		12.5

Fleet News

From Page 25

record was made even though there was an 8 per cent increase in the number of miles driven in Patrol vehicles during the year, and an increase in patrol strength.

The Patrol was involved in 66 reportable accidents during the period. These accidents occurred in 14,377,000 miles of driving, making the accident frequency rate drop to .459 accidents per 100,000 miles of travel. This compares with an accident frequency rate of .567 for the year ending in 1955.

On the personnel side of the ledger, there were 112 more patrolmen driving during the year that just ended bringing the present number of drivers to 628.

Chief W. J. Elliott, of the Texas Highway Patrol, credited the improved record to three main factors — the driver training program for new patrolmen, in-service driving training and field supervision, and higher physical standards for patrol recruits.

The Texas Highway Patrol first strengthened its program of driver training for student patrolmen during the year 1950, and it has been improved each year since that time. The result has been a slowly dropping accident frequency rate since 1952.

Most of the accidents involving major damage during the last year occurred while vehicles were making emergency runs and pursuits. Almost 40 per cent of the total accidents fall in this category, and a major portion of these emergency run accidents occurred at high speeds.

"Our accidents were more expensive in 1956," Chief Elliott said. "Accident damage was up about $2,000 over the previous year due to the fact that several accidents involved major damage to our vehicles.

"We believe that our driving training for new patrolmen has helped us considerably, and we have recently improved our in-service driver training. Another factor we must consider is

MOTOR-VEHICLE INJURIES

Twenty-eight states reported more injuries during the first ten months of 1956 than for the same period last year. Michigan and Missouri recorded fewer injuries and the District of Columbia reported no change from last year.

For ten months or less 43 states and the District of Columbia reported. Thirty-nine states tallied more injuries. Four states counted fewer and the District of Columbia showed no change.

For the entire reporting period, 33 states listed more traffic deaths, 10 states and the District counted fewer, and one state reported no change from last year.

MOTOR-VEHICLE DEATHS AND INJURIES, BY STATES 1956 and 1955

	Months Reported**	Deaths 1956	Deaths 1955	Injuries 1956	Injuries 1955	% Changes 1955 to 1956 Deaths	% Changes 1955 to 1956 Injuries	1956 Ratio of Injuries to Deaths
TOTAL U.S.	—	28,063	26,763	980,516	901,409	+ 5	+ 9	35
Ala.	10	793	673	4,756*	4,186*	+18	+14	6
Ariz.	10	359	281	6,002	5,453	+28	+10	17
Ark.	10	391	341	2,525	2,222	+15	+14	6
Calif.	10	3,021	2,739	107,867	97,314	+10	+11	36
Colo.	9	303	303	8,000	7,443	0	+ 7	26
Conn.	10	242	249	15,081	14,153	— 3	+ 7	62
Del.	10	72	85	2,157	2,042	—15	+ 6	30
D. of C.	10	44	57	5,635	5,615	—23	0	128
Fla.	10	983	769	24,944	20,148	+28	+24	25
Ga.	10	907	819	8,540	8,380	+11	+ 2	9
Idaho								
Ill.	10	1,722	1,712	70,914	66,848	+ 1	+ 6	41
Ind.	10	970	937	31,425	30,340	+ 4	+ 4	32
Ia.	10	574	498	17,158	16,639	+15	+ 3	30
Kans.	10	550	466	8,953	8,669	+18	+ 3	16
Ky.	10	604	661	10,551	10,198	— 9	+ 3	17
La.	2	117	85	1,224	1,334	+38	— 8	10
Me.	10	132	138	2,453	2,376	— 4	+ 3	19
Md.	9	387	360	14,593	12,154	+ 8	+20	38
Mass.	9	395	365	64,013	57,639	+ 8	+11	162
Mich.	10	1,401	1,548	48,705	49,060	— 9	— 1	35
Minn.	10	518	480	18,913	16,944	+ 8	+12	37
Miss.	8	329	298	4,274	3,987	+10	+ 7	13
Mo.	10	889	871	9,709	9,835	+ 2	— 1	11
Mont.	8	172	138	1,999	1,937	+25	+ 3	12
Neb.	10	251	262	7,616	7,314	— 4	+ 4	30
Nev.								
N. H.	10	84	87	4,667	4,154	— 3	+12	56
N. J.	9	547	541	40,823	38,173	+ 1	+ 7	75
N. M.	10	317	284	3,378	2,950	+12	+15	11
N. Y.	9	1,499	1,478	160,309	144,968	+ 1	+11	107
N. C.	8	706	677	12,084	10,766	+ 4	+12	17
N. D.	10	138	127	2,025	1,670	+ 9	+21	15
Ohio	10	1,576	1,627	63,576	57,719	— 3	+10	40
Okla.	10	555	477	10,833	10,415	+16	+ 4	20
Ore.	10	338	335	13,739	12,429	+ 1	+11	41
Pa.	8	1,133	1,073	54,651	47,910	+ 6	+14	48
R. I.								
S. C.	9	517	495	8,567	7,978	+ 4	+ 7	17
S. D.	10	156	158	2,297	1,641	— 1	+40	15
Tenn.	10	610	715	9,156	8,734	—15	+ 5	15
Texas	10	2,079	2,029	47,721	47,233	+ 2	+ 1	23
Utah	5	78	71	1,774	1,830	+10	— 3	23
Vt.	10	81	69	2,504	2,221	+17	+13	31
Va.								
Wash.	10	422	386	18,383	16,507	+ 9	+11	44
W. Va.	9	313	256	5,859	4,649	+22	+26	19
Wis.	10	788	743	20,113	17,233	+ 6	+17	26
Wyo.								

*Rural injuries only.

**Death and injury totals cover the months reported by all states as indicated in this column.

that we have developed better field supervision for the operation of patrol vehicles.

"It would seem that by using more caution in the operation of our units that we might lower our enforcement rate, but the reverse is true. I have found that more over-all efficiency has been developed during the last few years. This is evidenced in an increase in arrests, fewer injured patrolmen and more hours of service with less lost time for both patrol cars and patrolmen."

The Texas Highway Patrol has taken part in the National Fleet Safety Contest since its inception in 1953. Since that time they have effected a reduction of 24 per cent in accidents, ranking among the top police fleets in the Nation. The Police Fleet Contest is sponsored jointly by the International Association of Chiefs of Police and the National Safety Council.

Hot Rodding and Drag Racing Policy of National Safety Council

The National Safety Council opposes speed contests. Since speed violations are so often involved in traffic accidents, the National Safety Council cannot condone speeding even in the name of competition.

The Council feels that public interest would be better served if the energy and enthusiasm now devoted to drag racing were channelled into more constructive activities. Economy runs, driver clinics and leadership in traffic safety programs, are examples of desirable outlets for interest in automobiles and driver ability.

Although clubs known by the general term "hot rod" often engage in many worthwhile activities it is apparent that the chief purpose of such organizations is promotion of racing events.

The National Safety Council therefore recommends that traffic authorities and safety organizations refrain from endorsing, supporting, or participating in speed events.

An alarmed motorist stopped hurriedly when he saw a young man standing beside an overturned small sports car.

"Anybody hurt in the accident?" he inquired.

"There wasn't any accident," the young man calmly replied. "I'm changing a tire."

Back the Attack on TRAFFIC ACCIDENTS

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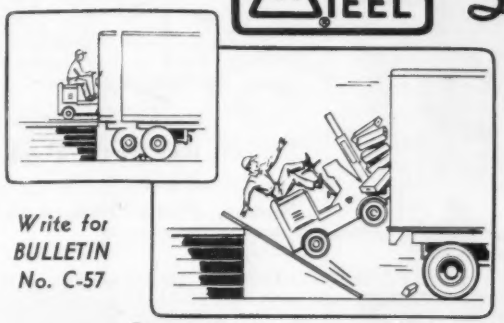

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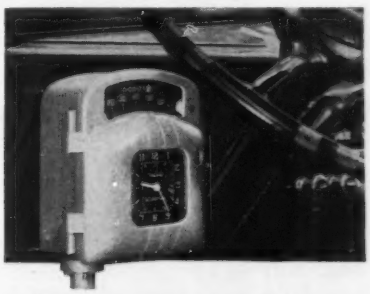

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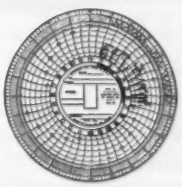

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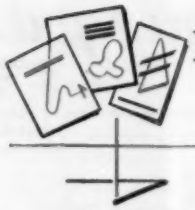

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Fatalities on California Freeways 1955. *California Highways and Public Works.* Nov.-Dec., 1956, p. 18-20.

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The Police Vehicle. Mechanical and Safety Equipment Needs. *Traffic Digest and Review,* p. 1-4, Dec., 1956.

(Summary report of a subcommittee IACP Traffic Committee.)

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(A symposium on recommendations for driver licensing and re-examination, New York University, Bellevue Medical Center and Center for Safety Education, May 23, 1956.) *Summary in the April issue.*

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(Safety and maintenance benefits.)

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Texas Motor Vehicle Inspection Program. George W. Busky. *Brake and Front End Service,* p. 26-30, December, 1956.

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Uniform Vehicle Code. 196p. Revised, 1956. National Committee on Uniform Traffic Laws and Ordinances, 1604 K St., N.W., Washington 6.

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Where to Install Street Lighting. K. D. Tobin. *Municipal Signal Engineer,* p. 32, 37, Nov.-Dec., 1956.

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(Report on the Richard I. Kohl study of operations and results for New York officials.)

Stopping Distances

Stopping Distances of Motor Ve-

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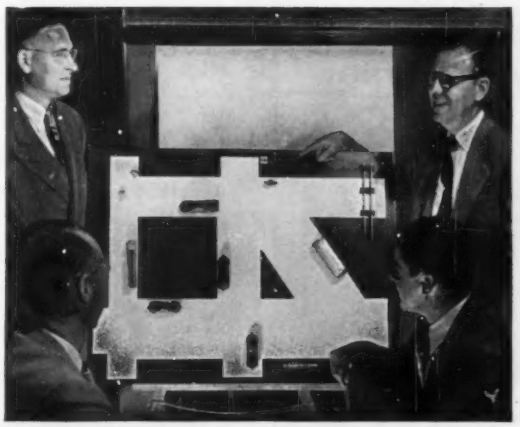

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Stephenson Corp. 39
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Weaver Mfg. Co. ..... B.C.

New Publications

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hicles from Various Speeds. *Technical Traffic Topics*, p. 1-9, Dec., 11, 1956.

(Discusses variations in different educational stopping distance.)

Survey

Roadside Interviewing on Lake Shore Drive. Louis E. Keefer. *Traffic Engineering*, p. 132-134+, Dec., 1956.

(3-yr. origin—destination survey.)

Tires

Tire Dynamics. Andrew J. White. 261p., 1956, $15.00. Motor Vehicle Research, Inc., South Lee, New Hampshire.

(Tire marks and their relationship to vehicle velocity prior to brake application research data.)

Traffic

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Moving Vehicle Method of Estimating Traffic Volumes. R. C. Blensly. *Traffic Engineering*, p. 127-129+, December, 1956.

Winter

When Should Winter Planning Begin. *Better Roads*, p. 24-26+, December, 1956.

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Better Roads,
173 W. Madison St., Chicago 2, Ill.

Brake and Front End Service,
Babcox Publications,
11 S. Forge St., Akron 4, Ohio

International Road Safety and Traffic Review,
World Touring and Automobile Organization,
32 Chesham Place,
London, S.W.1, England

Municipal Signal Engineer,
International Municipal Signal Assocation,
130 West 42nd St., New York 36, N. Y.

New York State Journal of Medicine,
Medical Society of the State of New York,
386 4th Ave., New York, N. Y.

Public Roads,
U. S. Bureau of Public Roads,
Washington 25, D. C.

Review and Outlook,
Automotive Safety Foundation,
200 Ring Bldg., Washington 6, D. C.

Safety,
Greater New York Safety Council,
60 East 42nd St., New York, N. Y.

Street Lighting Magazine,
Street and Highway Safety Lighting Bureau,
1400 Terminal Tower, Cleveland 18, Ohio

Technical Traffic Topics,
Accident Prevention Dept.,
Association of Casualty and Surety Cos.,
60 John St., New York 38, N. Y.

Traffic Digest and Review,
Traffic Institute—Northwestern University,
1704 Judson Ave., Evanston, Ill.

Traffic Engineering,
Institute of Traffic Engineers,
2029 K St., N. W.,
Washington 6, D. C.

U. S. Armed Forces Medical Journal,
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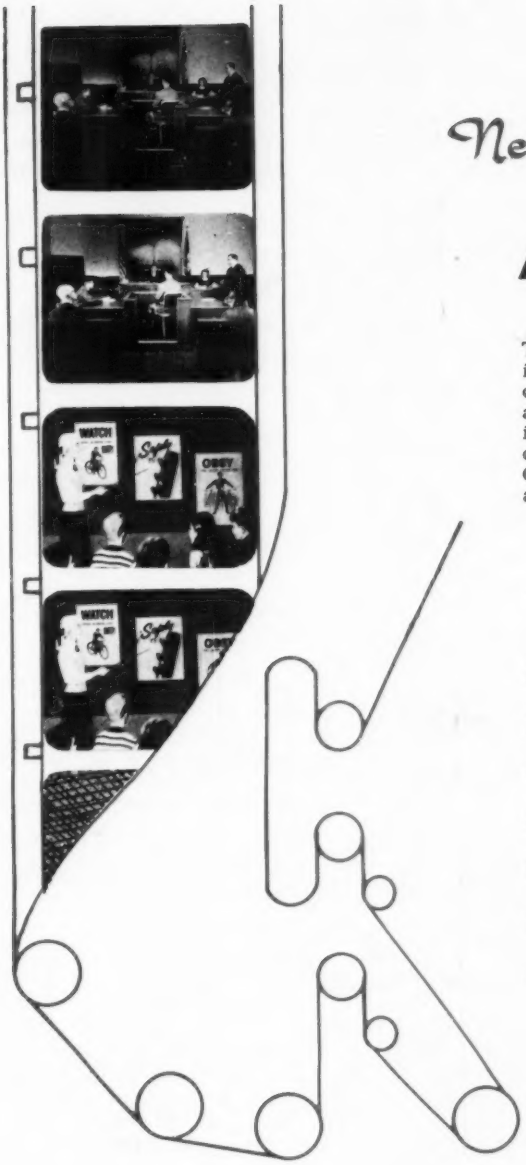

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